

83 01217

INSTITUTE OF GOVERNMENTAL  
STUDIES LIBRARY

APR 12 1984

UNIVERSITY OF CALIFORNIA

OCLC: NEW

Rec stat: n Entrd: 830312

Used: 830312

Type: a Bib lvl: m Govt pub: *l* Lang: *eng* Source: *u* Illus: *b*

Refr: Enc lvl: *I* Conf pub: 0 Ctry: *xx* Dat tp: *5* M/F/B: 00

Indx: 0 Mod rec: Festschr: 0 Cont:

Desc: *a* Int lvl: Dates:

1 010

2 040 c OCL

3 020

4 041 h b

5 *043* b *n-us-ca*

6 *0909* b *8301217*

7 049 OCLC

8 *10* *10* d San Jose (Calif.). b Dept. of City Planning.

9 *245* *10* b c Text amendments to the General plan of the city of San Jose, GP '75.

10 250

11 260 *0* b c [San Jose, Calif. : b The City, c 1982]

12 300 b c 53 p. : b 2 maps ; c 28 cm.

13 4-- d

14 *5* *00* - Cover title.

*500* "Amendments adopted: November 24, 1981, Resolution No. 55082; December 7, 1982, Resolution NO. 56109."

15 590

16 *6* *51* *0* San Jose (Calif.) x City planning.  
*650* *0* City planning z California.

17 7-- d

18 8--

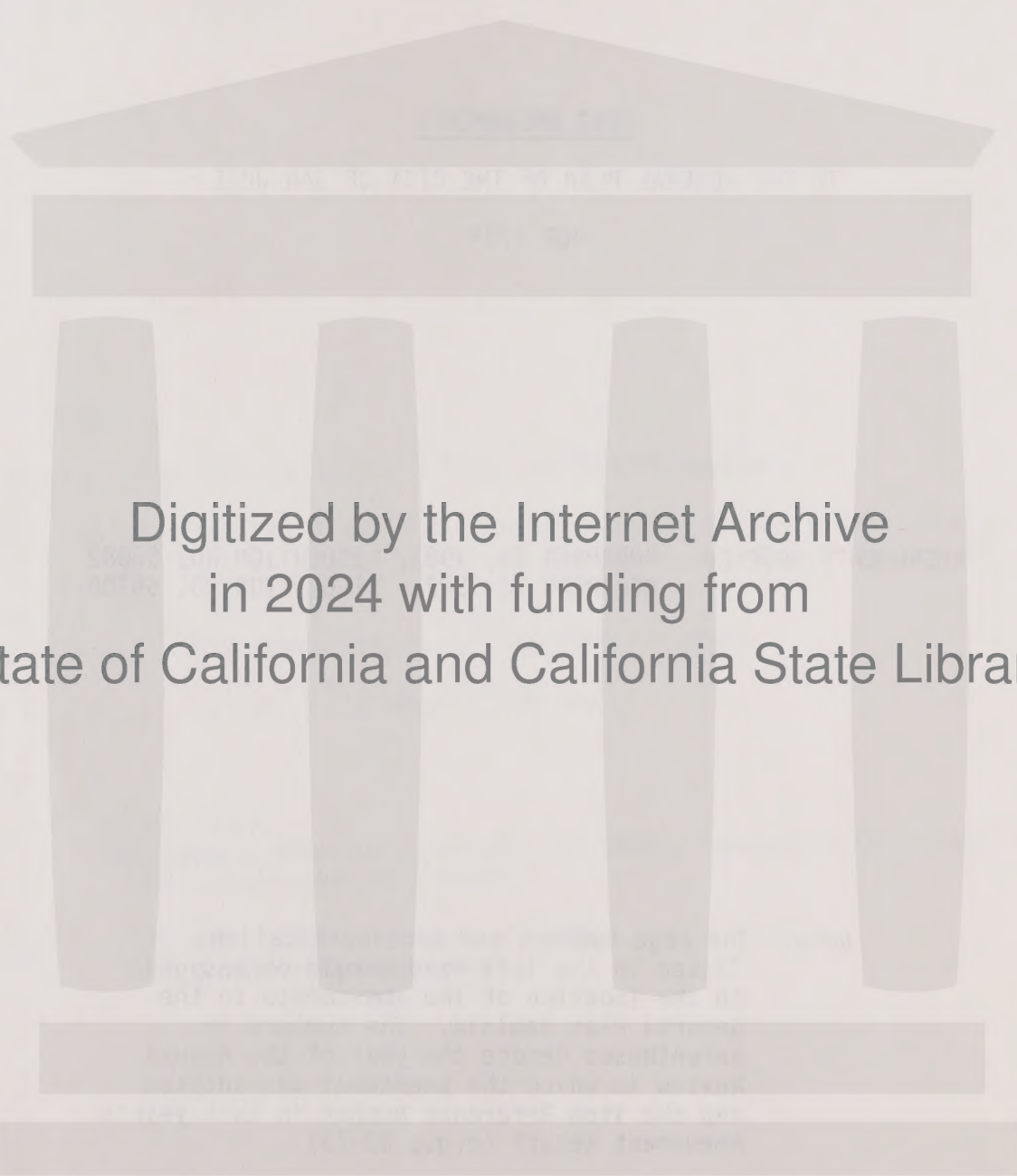
TEXT AMENDMENTS

TO THE GENERAL PLAN OF THE CITY OF SAN JOSE

"GP '75"

AMENDMENTS ADOPTED: NOVEMBER 24, 1981, RESOLUTION NO. 55082  
DECEMBER 7, 1982, RESOLUTION NO. 56109

Note: The page numbers and section citations listed in the left hand margin correspond to the location of the amendments in the General Plan tabloid. The numbers in parentheses denote the year of the Annual Review in which the amendment was adopted and the item Reference Number in that year's Amendment Report (e.g., 82-73)



Digitized by the Internet Archive  
in 2024 with funding from  
State of California and California State Library

<https://archive.org/details/C124895729>



1. Table of Contents Section 3 II,A,4, added item b. (82-40)	4. Planned Residential Communities.....	153
	a. Berryessa Planned Residential Community.....	153
	b. Silver Creek Planned Residential Community.....	156
	B. Land Use Designations.....	161
	1. Residential.....	162
	a. Rural Residential: 0.2 Dwelling Units Per Acre.....	162
	b. Estate Residential: 1 Dwelling Units Per Acre.....	163
	c. Low Density Residential: 2 Dwelling Units Per Acre.....	163
	d. Medium Low Density Residential: 5 Dwelling Units Per Acre.....	164
	e. Medium Density Residential: 8 Dwelling Units Per Acre.....	164
	f. Medium High Density Residential: 8-16 Dwelling Units Per Acre.....	164
	g. High Density Residential: 12-25 Dwelling Units Per Acre.....	165
	h. Very High Density Residential: 25-40 Dwelling Units Per Acre.....	165
	i. Planned Residential Community.....	165
2. Table of Contents Section 3 II,B,1, added item b (81-138)		

3. LIST OF FIGURES  
revised Figures 3  
and 4 (82-69)

LIST OF FIGURES

	<u>Page</u>
1. Citywide Land Use Data.....	17
Santa Clara County Land Use Code.....	18
2. Figure 2 Deleted, 1982 Annual Review.....	24
3. Vacant Land Developed Within the Urban Service Area: July 1, 1981 to June 30, 1982.....	25
4. Vacant Land by General Plan Designation - San Jose Urban Service Area: July 1, 1982.....	26

4. MAPS  
Added Silver Creek  
Planned Resident-  
ial Community  
(82-40)

MAPS

	<u>Page</u>
San Jose Regional Setting.....	13
Berryessa Planned Residential Community .....	154
Silver Creek Planned Residential Community .....	157
1975 Simulated Travel Desire.....	184



5. FOREWARD (tabloid page  
preceding page 1)  
revised ENVIRONMENTAL  
REVIEW REQUIREMENTS  
(82-79)

II. ENVIRONMENTAL REVIEW REQUIREMENTS

State guidelines for implementation of the California Environmental Quality Act of 1970, as amended (California Administrative Code Title 14, Chapter 3) herein referred to as CEQA, provide that the adoption of a General Plan or Amendments to a General Plan constitute a project and are therefore subject to environmental review requirements. The significant scope of General Plan 1975 required the preparation of an Environmental Impact Report. CEQA and State Planning Guidelines recognize that a General Plan and General Plan EIR substantially overlap in content and suggest that they be prepared as part of a single Planning process. To facilitate this desirable Planning approach, CEQA enables local governments to combine the General Plan and EIR into a single document (Title 14, California Administrative Code Section 15148). General Plan 1975 utilizes this combined format so that the Plan and EIR are fully integrated and internally consistent. The reader will find that the integration of the Plan with the EIR clarifies the relevant issues before the community, while offering a general assessment of the plan with a discussion of reasonable alternatives to that proposed plan. It is only through this method that the community can balance desired social and economic goals while attempting to preserve our valuable natural environment.

More important to the integration of the General Plan and EIR documents was the City's recognition that preparation of the General Plan could truly meet the intent of CEQA if the planning and environmental review process were concurrently undertaken. Thus, the EIR analysis mandated by CEQA occurred during and within the General Plan and citizen review process. Potential adverse effects modified the land use designations and general plan policy. This process should be a model for planning, and the City of San Jose believes that this document represents an environmentally sensitive plan.

The combined General Plan/EIR must address all of the points required in an EIR by Article 9 of the State EIR Guidelines and it must contain a special section identifying where in the Plan document each required point is discussed. Because there is significant overlap in the content of the General Plan and Plan EIR, as noted above, some of the required EIR topics are not contained in any single section or location but are addressed throughout the General Plan.

In order to best reference the connections between the CEQA requirements and G.P. '75, the EIR matrix is presented below. An overview of the matrix reveals that the Plan's format is somewhat parallel to that of a typical EIR. Section 1, THE PLAN OVERVIEW, presents the basic nature of the project and summarizes the scope of the proposal -- Project Description. Section 2, BACKGROUND FOR PLANNING, describes the existing natural and socio-economic environment of the City and establishes the future direction of the Plan -- Description of the Project, Setting, and Impacts. Section 3, SHAPING THE FUTURE, provides a full discussion of the Plan's growth direction, the policy framework to control and balance growth, and alternative growth options -- Project Description, Impacts, Mitigation Measures and Project Alternatives. The concluding portion of Section 3 is strictly devoted to discussing required EIR topics.

It is important to keep in mind when using the EIR matrix that the General Plan and EIR are purposefully married into a single unit, and references most often pertain to the substance or thought of entire sections or paragraphs rather than to single sentences or other specific citations. Also, much of the background environmental information used to prepare this document is contained in the APPENDICES to this Plan and the maps listed on the last page of the TABLE OF CONTENTS. The APPENDICES and maps are incorporated by reference into the GENERAL PLAN 1975 and are hence incorporated by reference into the General Plan EIR.

Required Contents of a Draft EIR on a General Plan  
(Title 14, California Administrative Code)

- A. Description of the project (Section 15141).
- B. Description of the environmental setting (Section 15142).
- C. The significant environmental effects of the proposed project (Section 15143(a)).
- D. Any significant environmental effects which cannot be avoided if the proposal is implemented (Section 15143(b)).
- E. Mitigation measures proposed to minimize the significant effects (Section 15143(c)).
- F. Alternatives to the proposed action (Section 15143(d)).
- G. The relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity (Section 15143(e)).
- H. Any significant environmental changes which would be involved in the proposed action should it be implemented (Section 15143(f)).
- I. The growth-inducing impact of the proposed action (Section 15143(g)).
- J. Effects found not to be significant (Section 15143.5).
- K. A list of organizations and persons consulted (Section 15144).

\* \* \* \* \*



# EIR Reference Matrix

	SECTION 1 THE PLAN OVERVIEW	I. Philosophy & Purpose of the Plan	II. Planning Process	III. Major Concepts and Proposals	SECTION 2 BACKGROUND FOR PLANNING	I. Natural Environment	II. Socio-Economic Environment	III. Economic Setting	IV. Urban Setting	V. San Jose's Economic Potential	VI. Demographic & Economic Analysis	A. Effects of Past Growth	VII. Jobs and Housing	VIII. Basic Assumptions & Conclusions	
<b>A</b> Project Description		●	●	●											
<b>B</b> Project Setting		●				●	●	●	●	●	●	●	●		
<b>C</b> Effects of the Project				●						●	●		●	●	
<b>D</b> Unavoidable Effects														●	
<b>E</b> Mitigation Measures				●										●	
<b>F</b> Project Alternatives		●								●	●		●		
<b>G</b> Short-Term Vs. Long-Term															
<b>H</b> Significant Changes														●	
<b>I</b> Growth-Inducing Impact				●						●			●	●	
<b>J</b> Effects Not Found To Be Significant															
<b>K</b> Organizations Persons Contacted		●													



											SECTION 3 SHAPING THE FUTURE
						●				●	I. Goals and Policies
						●			●	●	A. City Concepts
				●		●	●	●	●	●	B. Environmental Managment
		●		●		●		●		●	C. Community Development
					●	●				●	D. Transportation
		●				●			●	●	II. Land Use Diagram
		●			●	●		●	●	●	A. Plan Development Process
						●			●	●	B. Land Use Designations
		●				●			●	●	III. Transportation Diagram
		●			●	●		●	●	●	A. Plan Development Process
						●		●	●	●	B. Transportation System Components
						●	●	●			C. Transportation Costs & Impacts
●	●	●	●	●	●	●	●	●			IV. Impact of the General Plan
											SECTION 4 CARRYING OUT THE PLAN
						●					I. Implementation Concepts
						●					II. Implementation Techniques & Methods
						●					III. Special Programs
											IV. Review & Amend



- J. Urbanization only in areas without significant potential for risk to life and property; non-urban land uses in most hillside areas, southern Almaden Valley and Coyote Valley.

Pages 7-8  
Revised B.  
Urban Service Area  
Annual Review  
(82-69)

#### B. Urban Service Area Annual Review

The purpose of the Urban Service Area Annual Review is to analyze the amount and type of urbanization which occurred during the past year and to evaluate changes in development trends. This review covers only the Urban Service Area -- lands which are now served by existing urban facilities, utilities, and services, or which are proposed to be served by urban facilities, utilities, and services provided in the City's adopted five-year Capital Improvement Program. This analysis does not cover lands which are in San Jose's Sphere of Influence but which are outside the Urban Service Area. For the purposes of this analysis, vacant land is assumed to be absorbed, or urbanized, when building foundations have been constructed. Each year, aerial photography and field surveys are used to identify land which has been absorbed and to determine the newly-urbanized land use. The actual annual absorption of vacant land is then compared with the five-year average absorption rate and with the absorption which had been projected to occur. In this way, actual development can be compared with the General Plan's goals and projections and the pool of vacant land can be expanded, if necessary, to accommodate continued growth.

Projections of industrial land absorption are essentially constant through the 1990 horizon of the General Plan. Projections for non-industrial land absorption show a gradual decline. These projections reflect the General Plan's policies of continuing residential growth at somewhat higher densities on infill properties, and encouraging industrial development to provide job opportunities for San Jose's resident workers.

Figure 3 shows the amount of development which occurred in FY 1981-82, by land use type and by planning area. Some differences not accounted for by urban development over the past five years exist between the land use inventory of November 1974 and the current tabulation. The greatest difference exists in the industrial category, because the 1974 definition includes the water pollution control plant, airports, other utilities, and transportation uses. In the current analysis these uses have been placed in the "Other Urban" category so that the "Industrial" category actually reflects the amount of land developed as private industry.

As shown in Figure 3, total land absorption in FY 1981-82 was only 456 acres, resulting in a five-year (FY 1977-82) average annual absorption rate of 1,046 acres per year. This represents a significant decline in total land absorption from both the 1,840-acre average (FY 1970-75) when the Plan was adopted, and the previous 5-year (FY 1976-81) average of 1,297 acres. This decreased rate of land absorption for FY 1981-82 is due to several factors, including a change in the type of residential construction occurring as well as sharp declines in residential building activity due to economic recession, high interest rates and a severely depressed housing industry.



For the first time in recent history, industrial land absorption exceeded residential land absorption. This occurred even with a 36% decrease in industrial land absorption over last year. This figure reflects both the success of the City's industrial development efforts and the depressed nature of the housing industry.

Residential development in FY 1981-82 accounted for only 150 acres of land absorption, compared to 409 acres in FY 1980-81, and to a five-year (FY 1976-81) average of 719 acres. This sharp decline in residential acreage absorption reflects a decline in the number of dwelling units authorized by building permit. In the first six months of calendar year 1982, residential building permit activity was less than 50% of the activity during the comparable period in 1981 and only 28% of the 1980 level. This low level of building permit activity clearly demonstrates the impact of the recession and the high cost of financing home mortgages on housing construction activity.

The decline in residential acreage absorption also reflects a continuing trend for residential development at higher densities than had been the case in previous years. In calendar year 1981, for example, production of attached dwelling units surpassed construction of detached units for the first time. Redevelopment of previously-urbanized land is also responsible, to a minor degree, for this phenomenon. Such development, at somewhat higher densities and on in-fill or redevelopment parcels, is consistent with General Plan policy. Nevertheless, even with the reduced rate of land absorption, San Jose is continuing to provide the majority of new housing units for the County's expanding work force.

Absorption of land for commercial, public, and quasi-public uses continues to decline. Development of these uses was at a higher level early in the 1970's, in anticipation of future population and employment growth. As many of these facilities are now in place, absorption of land for these purposes would be expected to decline.

In order to determine whether the present rate of growth can continue through the time frame of the General Plan, an assessment of the urbanized and vacant land in the Urban Service Area is needed. At the present time, the Urban Service Area contains approximately 87,117 acres. Of that total, 67,515 acres (77.5%) were developed as of July 1, 1982. The composition of the urbanized land uses, in acres and percentages is as follows:

<u>Total</u>	<u>Res.</u>	<u>Comm.</u>	<u>Ind.</u>	<u>Streets</u>	<u>Urban Open<sup>1</sup> Space</u>	<u>Other<sup>2</sup> Urban</u>
67,515	30,994	3,513	4,667	15,806	2,628	9,907
100%	45.9%	5.2%	6.9%	23.4%	3.9%	14.7%

The remaining 19,602 acres (22.5%) are undeveloped lands considered vacant for the purposes of this analysis. Of this undeveloped land, approximately 344 acres are included in planned transportation corridors, and have not been included in further analysis of the City's vacant land. Figure 4 shows the amount of vacant land, by General Plan designation, which was in the Urban Service Area as of July 1, 1981. This, in general, is the pool of land available for future urban development.

---

1. "Urban Open Space" includes City and County Parks, 1,105 acres; golf courses, 1,065 acres; and percolation ponds, 187 acres.

2. "Other Urban" includes such uses as schools, government facilities, churches, hospitals, cemeteries, airports, disposal sites, etc.

FIGURE 3

## VACANT LAND DEVELOPED WITHIN THE URBAN SERVICE AREA

7/1/81-6/30/82

PLANNING AREA	LAND USES DEVELOPED (NEW ACRES)						
	Residential	Commercial	Industrial	Streets	Urban Open Space	Other Urban	Total (Gross Acres)
Almaden	5.50	1.60	0	.20	0	1.84	9.14
Alum Rock	44.59	1.60	26.70	14.95	0	.92	88.76
Alviso	.35	0	0	0	0	0	.35
Berryessa	4.59	0	51.76	4.48	0	0	60.83
Cambrian/Pioneer	4.26	6.89	0	.75	0	1.36	13.26
Central San Jose	10.12	7.35	.69	.48	0	1.38	20.02
Edenvale	10.03	1.70	30.85	2.92	0	0	45.50
Evergreen	56.29	0	0	16.34	0	0	72.63
North San Jose	0	10.53	93.08	7.90	0	0	111.51
South San Jose	3.35	0	2.75	.36	0	4.38	10.84
West Valley	7.76	4.82	2.75	.84	0	0	16.17
Willow Glen	2.99	3.69	0	.46	0	0	7.14
Total	149.88	38.18	208.58	49.68	0	9.88	456.14
Percent	32.90%	8.40%	45.70%	10.80%	0%	2.20%	100.00%



FIGURE 4

# VACANT LAND BY GENERAL PLAN DESIGNATION SAN JOSE URBAN SERVICE AREA

JULY 1, 1982 (GROSS ACRES)

PLANNING AREA	Non-Urban	Single Family	Multi-Family	Commercial	Industrial	Public Quasi-Pub.	Pub. Park & Open Sp.	Other	Total
Almaden	395.5	617.6	40.5	19.3	33.2	10.0	265.1	552.2	1933.5
Alum Rock	2.0	571.0	160.6	53.9	170.5	58.6	103.6	4.1	1124.3
Alviso	0	17.1	0	9.5	668.7	350.9	7.1	51.0	1104.3
Berryessa	209.8	448.8	304.6	16.0	797.4	14.3	140.1	8.1	1939.1
Cambrian/ Pioneer	10.8	49.4	189.5	27.1	14.8	0	37.3	0	328.9
Central	0	34.8	54.7	18.1	106.2	8.9	11.2	60.7	294.6
Edenvale	822.7	509.0	389.8	84.5	1033.1	98.4	345.4	1.6	3284.5
Evergreen	2208.2	1975.6	195.0	69.6	372.5	167.8	163.0	4.7	5156.4
North San Jose	0	0	0	72.8	1656.9	104.7	27.8	0	1862.2
South San Jose	480.1	129.0	238.3	46.3	532.3	46.7	462.6	19.9	1955.2
West Valley	0	17.1	58.6	5.3	0	5.6	11.6	2.1	100.3
Willow Glen	0	32.3	67.6	41.4	3.4	9.8	14.9	5.0	174.4
Total	4129.1	4401.7	1699.2	463.8	5389.0	875.8	1589.7	709.4	19257.7

NOTE: The total indicated on this figure may vary from the total vacant area in the Urban Service Area as used elsewhere in this discussion. The difference is due primarily to the vacant transportation corridors not enumerated here. The "Non-Urban" category includes the General Plan designations of Non-Urban Hillside and Rural Residential. The "Other" category includes Private Recreation, Private Open Space, Agriculture, Airport Approach Zone, and the various special Core Area designations.

Previous discussions of vacant land have attempted to differentiate committed land -- those with approved development permits or tentative maps -- from vacant non-committed land, in an effort to more precisely determine the amount of land which was readily available for acquisition and development. This year, such an analysis has not been done, primarily due to the problems associated with the definition of "committed" land. In some cases, approval of a zoning, particularly a Planned Development zoning, is a clear commitment, and development based upon that approval proceeds rapidly. In other cases, a Tentative Map could be approved, yet no development takes place and the property is later sold and developed differently than depicted on the Tentative Map. Some would argue that ownership by an industrial development firm constitutes a commitment, yet certainly it would be difficult to identify which property owners represent a commitment and which do not. In short, if land is included in the Urban Service Area and designated on the General Plan for urban uses, then it is available for that urban development, in terms of the City policies. This analysis focuses on the supply of land available for development in the short and long terms.

Not all of the vacant land in the Urban Service Area is available for development in the short term (1982-87). Roughly 4,129 acres within the Urban Service Area are not now planned for urban uses, but are designated for either Non-Urban Hillside or Rural Residential. In most cases, this designation was applied because of the property's slope, geologic, or service-related constraints. Also, there may be some properties planned for urban use which would not develop in the short term because planned services -- particularly the transportation system -- have not yet been constructed, or because some characteristic of the site places some physical constraint on development (such as flooding or airport safety). Such factors may limit development in the short term; however, analysis of urbanization over the past six years indicates that these types of conditions can be overcome during the development process and do not represent a long-term constraint.

Based on the average land absorption rate over the last 5 years, approximately 4,080 acres of land would be absorbed over the next five years for all non-industrial uses. The pool of land upon which this urbanization will occur consists of over 9,700 acres, that being the amount of land which is in the Urban Service Area and planned for an urban, non-industrial use. For continuation of non-industrial growth in the short term, the present supply of land appears quite adequate. For industrial uses, the pool of land in the Urban Service Area available for industrial land absorption is 5,389 acres. Short term (1982-87) industrial growth would be expected to absorb 1,263 acres of land (based on the FY 1979-82 three-year absorption rate), an amount which can be clearly accommodated within the available land pool.

The pool of land available for development in the long term (through 1990) is somewhat different than that available in the short term. All parcels in the Urban Service Area which are now planned for urban use will be available for absorption; that is, the temporary physical or service-related constraints mentioned earlier are assumed to have been removed. In addition, some of the land designated for non-urban uses in free-standing hill areas of the valley floor may become non-constrained as a result of General Plan review and more detailed study, thereby adding to the pool of land available for development. Finally, the Land Use Diagram does designate some urban uses outside the present Urban Service Area, since incremental expansions of the boundary are anticipated as City services and facilities become available. This expansion area currently contains approximately 462 acres. Over the time frame of the General Plan, the pool of land available for urban development is expected to increase to approximately 19,720 acres.

In order to assess whether this vacant land pool will be adequate for growth between now and 1990, a number of factors must be considered: general economic conditions, land and housing costs, industrial expansion, the types of residential units built, environmental factors, political attitudes, and demographic trends. The General Plan's projections attempt to take these factors into account. Although the trend of land absorption is expected to vary considerably over the next several years, making precise projections difficult, the annual monitoring and update process would allow adequate lead time for amendments to General Plan assumptions and projections.



Present trends in residential development indicate a shift to somewhat higher densities, even though the single-family ownership unit continues to be the predominant housing type. This trend will enable the same number of dwelling units to be accommodated on fewer acres than in the past. The private redevelopment, remodeling and intensification of commercial areas also accommodates new uses on fewer acres. In response to these trends, the General Plan projects a gradual decline in the amount of land absorbed for non-industrial uses.

Average annual industrial absorption was relatively slow until the City established an economic development program to encourage a more balanced community. The projected industrial land absorption rate is an average of 200 acres per year. The acreage of industrially designated land absorbed in fiscal year 1981-82 was approximately 209 acres, slightly higher than projected. At the projected rates the current supply of industrially designated land will provide for over 25 years of absorption. While sufficient land is available for development, however, expansions of the Urban Service Area may be necessary to provide appropriate sites for specific types of industrial uses.

The conclusions of this year's Annual Review are: (1) the assumptions, projections and policies of the General Plan do not warrant revisions based on the growth activity of the past year; and (2) the amount of vacant land absorbed for urban development was significantly less than that projected for this year and thus does not require an expansion of the Urban Service Area boundary to accommodate growth in excess of that anticipated for this point in time, though Urban Service Area boundary adjustments may be recommended to implement the Plan's economic development and balanced community objectives. As growth continues, the General Plan's projections and assumptions will continue to be reviewed as part of this Annual Review of the Urban Service Area. This process will provide the opportunities to adjust projections and development trends and to propose General Plan amendments and Urban Service Area expansions as necessary. In this way, development consistent with the General Plan's goals and policies will continue throughout the time frame of the Plan.

8. Page 21  
2. Natural Hazards  
d. Fire Hazards  
Added Policy No. 6  
(82-79)

6. New development adjacent to heavily grassed and semi-arid hillsides shall be designed and located to minimize fire hazards for life and property, including such measures as fire preventive site design, landscaping and building materials.

3. Manmade Resources

Parks and Recreation. Park and recreation lands and facilities, in some cases, take advantage of or are located based upon some natural feature. By and large, however, they represent a created resource. The parks and recreation needs of San Jose residents are met by facilities and programs of the City, the school districts, and the County. The City provides facilities at the neighborhood scale intended to serve people within a fairly limited area. The City also provides facilities of a citywide scale, with attractions or activities of sufficient interest to draw people from throughout the community. It is the City's feeling that the County can most appropriately fulfill its role of providing park facilities of a regional-scale by locating them on the valley floor where they are most accessible to the greatest number of people. The concept is that of "urban regional parks". The benefits to an urban population which are provided by park facilities, are sometimes also provided by facilities which are not totally used or specifically designed, for parks and recreation purposes. Flood control facilities can serve the dual purpose of containing floodwaters and providing linear open space.

The City has a comprehensive plan for its parks and recreation system. Adopted in September 1981 by the City Council after an eighteen month study which included an extensive citizen participation process and which was funded by a federal UPARR grant, "Parks and Recreation for the '80's" reflects the long term recreation needs of the community. It emphasizes residents' desires to have the City focus its efforts at the neighborhood level through the provision of additional neighborhood parks for both existing and future neighborhood locations throughout the planned urban area. "Parks and Recreation for the '80's" in its entirety is an Appendix to the General Plan.

a. Parks and Recreation

GOAL: Provide parklands and recreation areas which utilize and enhance, to the fullest extent, San Jose's natural endowments through:

- o The provision of a neighborhood park system to serve virtually all existing and future neighborhoods in the City.
- o The completion of the community and regional serving park system including Lake Cunningham, Almaden Lake, and the Coyote Creek Park Chain.
- o Insuring that future neighborhoods are attractive places to live by a commitment to have the highest priority on acquisition of the remaining unacquired park sites.
- o Providing more facilities at neighborhood park sites to meet the leisure needs of residents close to their homes.
- o Continuing and expanding the Parks and Recreation citizen participation planning process to give residents a greater voice in decisions concerning both park facilities and recreation programs.

POLICIES:

1. The City shall provide park facilities, community centers, and recreation programs responsive to the needs, interests, and abilities of people of both sexes, all ages, and the varied cultures, customs, and traditions of the community.



2. Neighborhood and District Park Policies. It is the intent of the City that where practical every residential neighborhood be served by a neighborhood or district park. It is also recognized that each neighborhood is unique with differing needs for park services. To meet both of these needs, the following sub-policies will be used to define the size, location, and amenities provided for neighborhood and district parks:
- (a) The primary objective of the City for parks and recreation services is to provide a park within reasonable walking distance for each resident. Neighborhood parks should have a service radius of one-half to three-fourths of a mile. District parks should have a service radius of one and one-half miles. The service area of a park will also be further defined by the size of the park, the area's population density, and the accessibility of the park. Natural and manmade boundaries such as major roads, hillsides, and non-residential development will also be considered in defining the park service area. Residential neighborhoods within three-fourths of a mile of a citywide or regional facility are considered to meet the neighborhood standard when that park provides the same general amenities as found in the neighborhood parks.
  - (b) The acreage standard shall be 1.5 acres of neighborhood and district park land per thousand of population. It is recognized, however, that not all neighborhoods in the City can achieve the standard because these neighborhoods are already fully developed and/or lack sufficient available lands to meet that goal. When neighborhood parks are developed adjacent to and with a public school the acreage requirement may be reduced proportionately to the publicly available land on the school property.
  - (c) Within high density residential areas, open space and recreation facilities will be provided through the zoning and land use process.
  - (d) Where possible, neighborhood parks should be located adjacent to public schools where optimum use of public facilities can be achieved. District parks should be located on major thoroughfares.
  - (e) New neighborhood and district parks should be acquired and developed in the following order:
    - First Priority - The first priority will be the acquisition of park lands identified in "Parks and Recreation for the '80's."
    - Second Priority - The second priority will be the purchase of unidentified park sites as opportunities for land banking becomes available.
    - Third Priority - The third priority will be given to the development of park sites where on-going community partnerships are established to off-set operations and maintenance costs.
    - Fourth Priority - The fourth priority will be given to projects with capital cost savings to the City provided by the private sector, donations and contributions from the local community.
    - Fifth Priority - The fifth priority will be given to developing parks in neighborhoods which have been identified as deficient in park acreage.
    - Sixth Priority - The sixth priority will be given to developing neighborhood parks where a long standing commitment to the neighborhood exists.
    - Seventh Priority - The seventh priority will be given to the development of school playgrounds to assist youth sports programs and supplement neighborhood needs.
  - (f) Neighborhood and district parks shall be developed under a "Minimum Development Policy". This policy provides for the basic amenities necessary in a neighborhood or district park while keeping maintenance costs at a minimum.

3. Creek Park Chain Policies. The City shall continue to cooperate with the Santa Clara Valley Water District and other appropriate agencies in utilizing modified floodplains along streams and streamside parks.
- (a) The City shall cooperate and support the implementation of the Santa Clara Valley Water District policy that, where physically, financially, and environmentally feasible, the flood plain or modified flood plain (use of levees) concept will be utilized in the design of flood control facilities.
  - (b) The Santa Clara Valley Water District is generally responsible for the acquisition of the "designated floodway" rights-of-way and the City is generally responsible for the acquisition of the additional rights-of-way needed for park or other purposes. Where urban development is planned in the immediate future, the City should require reservation of the necessary park land and "designated floodway" acreage. Within the "designated floodway", the developer should be required to dedicate to the Santa Clara Valley Water District the area normally required if a trapezoidal channel were to be used for flood control purposes. The Santa Clara Valley Water District should purchase the remaining "designated floodway" area. The City then should purchase, at fair market value, that area reserved for the park which would be outside of the "designated floodway".
  - (c) Whether a "designated floodway" is included in the park system or whether it remains open space under complete operating jurisdiction of the Santa Clara Valley Water District, the standards for landscaping shall be in accordance with a mutually acceptable policy. The District has the responsibility to mitigate any adverse environmental effects, including aesthetics, of structural channel facilities by appropriate architectural design and landscaping treatment.
  - (d) Where private urban development is proposed adjacent to a "designated floodway" which is planned for park and open space purposes, the developer shall be required to dedicate and improve to City standards public street access, using frontage roads when feasible and desirable, and to design a project which provides:
    - o a reasonable separation relationship with the avoidance of back-up design between the urban usage and park usage;
    - o maximum exposure along the creek for scenic and security reasons;
    - o convenient access to the stream for flood control security and park maintenance purposes.
  - (e) The City and/or County are responsible for construction and operation of all trails, paths and recreation facilities within the flood control right-of-way so determined to be a part of its park system.
  - (f) The City will require of contiguous private development, sympathetic design, landscaping and public access to public areas adjacent to creeks, by means of subdivision approval, site permits, variances, and Planned Development zoning.
4. Water agencies operating within San Jose shall be encouraged to consider recreational uses on water-related lands.
5. Steps shall be taken to insure that parks are secure and adequately policed.
6. Bikeways, hiking trails, equestrian trails, roadside rest areas, picnicking accommodations, view turnouts, and instructional displays should be provided, wherever possible, especially within designated scenic corridors.

7. Cooperative planning between school districts and the City in the development of recreation areas shall be continued. Cooperative efforts shall also be initiated with other public, quasi-public, and commercial entities to develop parks, recreational areas and other public open spaces especially in areas of environmental deficit.
8. The City shall urge the County to establish urbanized areas as the highest priority for the allocation of funds for regional parks. Urban regional parks proposed for consideration include Lake Cunningham, Penetencia Creek Park Chain, Guadalupe Oak Grove, and Coyote Creek Park Chain.
9. In determining City acceptance of open space offered for dedication, consideration shall be given to whether the subject lands are intended to preserve the natural and scenic beauty, preserve natural and man-made landmarks, or provide a land supply to meet future recreational needs (active or passive). It is not the policy of the City to accept open space lands solely intended for the purpose of enhancing private use or development, nor marginal lands which would not be developed under any circumstances.
10. Pursuant to the above policy, open space of a regional significance and magnitude should be considered for acceptance by the County.

11. Page 23  
Revised b. Solid  
Wastes (includes  
re-ordering of  
current policies)  
(82-75)

b. Solid Wastes

GOALS:

1. Consider solid wastes as an important recoverable resource material and energy source and pursue an active course toward complete recycling of waste.
2. Locate and operate land fill sites so as to ensure the safety of the underlying aquifer as well as surface and bay water quality and maintain the quality of life in the affected neighborhoods.

POLICIES:

1. Methods of solid waste recycling and reuse which involve production of energy or recycling of material shall continue to be studied and actively pursued.
2. Solid waste recycling, including source separation, shall be encouraged.
3. The City shall work with ABAG and other affected agencies to implement the solid waste management recommendations contained in the 1978 Bay Area Environmental Management Plan.
4. Solid waste disposal sites are considered non-urban uses and may be located outside of the Urban Service Area.
5. Access routes to solid waste disposal sites in non-urban areas shall be designed and controlled to preclude inducing urban development on adjacent or nearby properties.
6. Solid waste disposal sites established and operated according to the policies of the Plan are compatible with the Public/Quasi-Public, Agriculture, Non-Urban Hillside and Private Open Space land use designations but are an allowed use only on lands designated Candidate Solid Waste Disposal Site.
7. Preference shall be given to inland non-urban sites for future solid waste disposal. The use of Baylands sites for such purposes shall be phased out ultimately, though the continued use of existing Baylands



disposal sites may be allowed for the intermediate-term future.

8. Solid waste disposal sites shall be planned, located and maintained to mitigate negative impacts on surrounding land uses -- particularly residential areas -- including increased traffic and traffic hazards, noise and odor problems, potential littering of traffic routes, and windborne and waterborne litter and other pollution.
9. Solid waste disposal land fill sites shall be discouraged on lands which are susceptible to landslides, seismically induced ground failure, 100-year flood inundation, salt water inundation, or dam inundation; or which have a high water table, are within a reservoir drainage basin, in wetlands or in areas where the proximity of the site over granular soils, with some seismic failure potential, may cause leachate introduction into the pathways to the aquifers.
10. Solid waste disposal sites shall be discouraged in proximity to existing or planned airports so that potential problems of bird strikes can be avoided.
11. Where sufficient natural screening by trees or topography is unavailable for landfill sites and/or access roads leading to such sites, artificial screening from inhabited buildings and from public roads shall be employed and access road cut/fill slopes shall be planted with native plant materials.
12. Solid waste disposal sites shall operate in such a manner as to minimize their attraction to birds, insects and rodents.
13. The acquisition or approval of solid waste disposal sites shall include planning for their eventual, phased restoration to recreational or open space uses, including revegetation with native plant species.
14. Solid waste disposal sites shall provide protection to surface water and ground water aquifers from contamination by leachate.
15. Solid waste disposal sites shall be reviewed and approved through the Planned Development zoning process.

12. Page 24. c. Historic, Archaeological, and Cultural Resources.  
added Policy No. 14  
(81-127)

14. Recognizing that Native American burials may be encountered at locations outside of areas of known archaeological sensitivity, the City shall impose a requirement on all development permits and tentative subdivision maps that upon discovery of such burials during construction, development activity will be halted until professional archaeological examination and reburial in an appropriate manner is accomplished.

13. Page 25. 5. Noise  
Revised Policy No. 3  
(81-118)

3. The City shall require appropriate site and building design, building construction, and the installation of noise attenuation devices in new residential development and parks located adjacent to freeways, expressways, major arterials, mainline railroad rights-of-way, and other major noise generating uses to achieve a maximum exterior noise quality level of 60 Ldn and a maximum interior noise quality level of 45 Ldn.

14. Page 26. C. Community  
Development, 1. Urban  
Development  
Revised Policy No. 2  
(3rd paragraph)  
(81-134)

2. It is City Council, County and LAFCO policy that existing and future urban land uses shall occur within cities.
  - o Incorporated areas within the Urban Service Area and within the existing municipal utility and facility systems shall be encouraged for development, contingent upon the availability of facilities provided by other public agencies such as schools, flood control provisions, and an adequate transportation system. The City shall work cooperatively with other public agencies to seek satisfactory and timely solutions to the problems of facility planning and programming.
  - o Within the Urban Service Area, preference should be given to abandoned, unused or under-used land already having a full range of municipal facilities and services before underdeveloped outlying land is utilized for accommodating new development.
  - o The City shall discourage from inclusion under the Williamson Act lands in the Urban Service Area except those lands proposed for open space, and other lands where development is severely restricted for reasons of public health, safety and welfare and so designated on the General Plan.

15. Page 26. C. Community  
Development, 1. Urban  
Development.  
Revised Policy No. 5  
(4th paragraph)  
(81-134)

5. Unincorporated lands within the Urban Service Area will be given highest priority for annexation.
  - o The City shall, as soon as possible, initiate the filing of a petition with the County for the application of the (-CS) City Services Combining Zoning District to unincorporated territory within the Urban Service Area of the City.
  - o The City, in cooperation with the County and LAFCO, shall seek effective means for annexing urbanized County pockets within the Urban Service Area.
  - o Owners of vacant unincorporated lands within the Urban Service Area should be informed of the policies of the County and the City which will make urbanization unlikely outside City jurisdiction.
  - o Williamson Act contracts are considered inappropriate within the Urban Service Area, except for proposed open space lands, and lands prohibited from development because of public health, safety, and welfare considerations.
  - o The City shall support LAFCO's efforts toward boundary realignment where an exchange of territory would be mutually advantageous to each government jurisdiction involved.

16. Page 28 C. Community Development, 3. Land Use  
a. Residential Land use  
Revised Policy No. 5  
(82-71)
5. Higher density residential development (minimum 12 dwelling units per acre) or mixed-use commercial/residential development may be allowed under planned development zoning, on properties which are vacant or devoted to to uses incompatible with the surrounding area and are located on major thoroughfares and designated for Neighborhood/Community Commercial or General Commercial use, if such development: (a) takes access from the major thoroughfare; (b) is of a size and design which would provide an appropriate residential environment within the larger non-residential environment; and (c) is consistent with other applicable General Plan policies. The maximum density of residential development allowed under this policy shall be 40 dwelling units per acre for properties on Major Arterial (115-130 ft. ROW) streets and 25 dwelling units per acre for properties on Minor Arterial (80-106 ft. ROW) or Major Collector (60-90 ft. ROW) streets.
17. Page 29, a. Residential Land Use, Revised  
Policy No. 17  
(1st paragraph)  
(81-129)
- o Rental or ownership housing affordable to low- or moderate-income households (defined as up to 120% of median household income as determined by a survey of incomes conducted by the City, or in the absence of such a survey, based on the latest available income estimates provided by the U.S. Department of Housing and Urban Development).
18. Page 29, a. Residential Land Use, Revised  
Policy no. 18  
(81-129)
18. In order to encourage the production of housing units affordable to low- or moderate income households, a density bonus on certain properties shall be provided. For a residentially-designated property, a density bonus of at least 20% of the density shown on the Land Use/Transportation Diagram is allowed for proposed housing projects of five units or more of which a minimum of 20% of the units will be affordable to households of low- or moderate-income (defined as up to 120% of median household income as determined by a survey of incomes conducted by the City, or in the absence of such a survey, based on the latest available income estimates provided by the U.S. Department of Housing and Urban Development). The percentage of density bonus shall correspond to the percentage of proposed units affordable to low- or moderate-income households, up to a maximum density bonus of 25%. The density bonus allowed herein may be used only in the context of a Planned Development zoning.
19. Page 29, a. Residential Land Use, Added  
Policy No. 19  
(81-123b)
19. In recognition of the fact that public parks and recreation facilities cannot meet the community's total open space and recreation needs, residential developments shall be designed to include adequate open spaces in either private yards or common areas to partially provide for residents' open space and recreation needs.
20. Page 31, d. Industrial Land Use, Deleted  
Policy No. 7  
Renumbered 8,9,&10  
(81-134)
7. In areas designated as "Combined Industrial/Commercial" either industrial or commercial uses may be appropriate subject to consideration of a specific development proposal.
8. New industrial uses within the referral areas of the Airport Land Use Commission shall be required to conform to adopted A.L.U.C. policies.
9. The City shall encourage the use of energy efficient techniques, particularly cogeneration, where feasible in industrial development.



21. Page 32. 5. Public  
Facilities and Services  
Added Policy Nos. 12, 13, & 14  
(81-124, 132, 137)

12. In order to facilitate the delivery of certain services which are provided by private entities operating under a City franchise, land uses other than those designated on the Land Use/Transportation Diagram may be approved under a Planned Development zoning on sites not exceeding five (5) acres if findings are made that:

- o The specific alternate use proposed will not exceed the scale and character of the General Plan designation applicable to the property;
- o The design and operation of the specific use will be consistent with all applicable General Plan policies; and
- o There is no available land with the proper use designation for the use in question meeting locational criteria set forth in the City's franchise.

13. The City shall adopt and maintain a plan for acquiring vacant or surplus school sites for public purposes.

14. To achieve the goal of providing a safe environment for the citizens of San Jose, the City shall do the following:

- o Undertake crime prevention programs to demonstrate to the public ways to increase their safety.
- o Include the Police Department in land use review activities, including the development review process.
- o Develop and implement a building security ordinance.

22. Page 32. 5. Public  
Facilities and Services  
Added new policy No. 15  
(82-74)

15. The minimum performance standard for sanitary sewer lines shall be "Level of Service D", defined as restricted sewage flow during peak flow conditions. Development which will have the potential to lower the downstream level of service below "D" or development which would be served by downstream lines already operating at a level of service below "D" shall be required to provide mitigation measures to improve the level of service to "D" or better.

23. Page 33  
6. Community  
Design.  
Revised  
Policy No. 12  
(81-117)

12. The development of high-rise structures in San Jose shall be directed by the following considerations:

- o High-rise residential uses should be permitted only in the Downtown Core Area, in close proximity to the Downtown Core Area, and at the southeast quadrant of the Winchester Boulevard/Moorpark Avenue intersection. For purposes of this Policy, "High-Rise Residential" is defined as structures exceeding three and one-half (3 1/2) stories or 45 feet in height.
- o Senior citizens housing is permitted outside the Downtown Core Area consistent with the Housing Assistance Plan and General Plan policies.
- o The Downtown Core Area is the first priority location for high-rise office development. Height in the Downtown Core Area is limited only by the airspace requirements of San Jose Airport.
- o Secondary priority for high-rise office development is designated in five specific locations:

--Municipal Airport/North First Street Area

--Civic Center Area

--Along The Alameda

--Stevens Creek Boulevard/Winchester Boulevard Area

--Stevens Creek/Lawrence Expressway Area

- o High-rise office development is allowed in other areas of the City consistent with other applicable General Plan policies.
- o All high-rise development not in the Downtown Core Area or within close proximity thereto is restricted to 120 feet in height.
- o High-rise office development shall be monitored on an annual basis to evaluate the performance of the above priorities relative to the City's Downtown Core Area goals.

24. Page 33  
Community Design  
Revised Policy No. 14  
(82-79)

14. The hills framing the valley floor are a prominent visual element in the environment and a valuable scenic resource for San Jose residents. The purpose of this policy is the protection of that resource by the establishment of a set of aesthetic criteria applicable to all development in the foothills -- generally between the 8% slope and the Urban Service Area boundary. In combination with other factors affecting hillside development and discussed elsewhere in the General Plan -- seismic and geologic safety, open space, the 15% slope line and the Urban Service Area boundary, etc. -- aesthetic considerations are necessary to assure the highest overall quality of development in this area to preserve its resource value.

25. Page 35  
2. Person Travel,  
a. Thoroughfares  
Revised Policy No. 6  
(81-136)

- o When a traffic problem is identified for a specific geographical area, an area development policy may be created and should take precedence over the general city-wide Level of Service Policy without reducing the overall operation of the City's transportation network below "Level of Service D".
- o In recognition of the substantial non-traffic benefits of infill development, certain small infill projects may be exempted from traffic mitigation requirements.
- o In recognition of the unique characteristics of the Downtown Core Area as the transit hub of the County and Region -- supporting financial, business, institutional and cultural interests, development within the area bounded by Julian Street, Fourth Street, 280 Freeway and Route 87 freeway may be exempted from traffic mitigation requirements and intersections within and on the boundary of said area are exempted from the "level of service D" performance requirement.

Geographic Size (development container)

Page 39  
Add Table

Population Levels		A Sphere of Influence	B Valley Floor up to 15% slope	C Valley Floor excluding Coyote
I	Zero Growth (643,000)	I A	I B	I C
II	Moderate Growth (795,000)	II A	II B	II C
III	High Growth (878,000)	III A	III B	III C
IV	Maximum Growth (1,036,000)	IV A	IV B	IV C

FIGURE **18** GENERAL PLAN LAND USE COMPOSITION: EXISTING AND PLANNED  
(Net Acres)

PLANNING AREA	EXISTING <sup>a</sup>				ULTIMATE <sup>b</sup>			
	Single Fam. Residential	Multi. Fam. Residential	Commercial	Industrial	Single Fam. Residential	Multi. Fam. Residential	Commercial	Industrial
Almaden	1695	30	21	64	3764	103	54	112
Alum Rock	3424	408	364	373	4652	681	443	567
Alviso	57	4	10	1558	41	4	27	2517
Berryessa	1947	80	72	365	2702	366	129	1338
Cambrian/Pioneer	2210	193	228	26	2385	410	279	83
Central San Jose	1983	577	543	738	2006	657	569	871
Coyote	73	1	20	118	0	0	20	389
Edenvale	3381	262	248	264	5040	744	415	1338
Evergreen	970	181	160	60	5744	256	289	469
North San Jose	150	15	144	1238	164	515	239	3195
South San Jose	1314	213	236	667	1930	531	275	1191
West Valley	3391	693	557	101	2895	785	624	101
Willow Glen	3545	429	316	70	3642	573	386	74
Calero/San Felipe	---NO SIGNIFICANT AMOUNT---				---NO SIGNIFICANT AMOUNT---			
Citywide Total	24140	3086	2919	5642	34965	5625	3749	12245

SOURCE: City of San Jose Planning Department

- Existing developed acreage as of 1/1/75. Acreage developed since that time is included in ULTIMATE.
- Includes all land designated for these uses on the Land Use/Transportation Diagram even if it is not expected to develop in the time frame of this plan.



FIGURE 19

## POPULATION AND DWELLING UNIT HOLDING CAPACITY

PLANNING AREA	EXISTING: 1975						1975-1990 INCREASE*						1990 TOTALS					
	DWELLING UNITS				TOTALS		DWELLING UNITS				TOTAL INCREASE							
	Single-Family	%	Multi-Family	%	Dwelling Units	Pop.	Single-Family	%	Multi-Family	%	Dwelling Units	Pop.	SF	% SF	MF	% MF	DU's <sup>f</sup>	Pop. <sup>d</sup>
Almaden	6208	99	74	1	6282	24090	4443	82	970	18	5413	17105	10651	91	1044	9	11695	35847
Alum Rock	20049	77	5891	23	25940	92380	5432	53	4837	47	10269	32039	25481	70	10728	30	36209	109583
Alviso	363	90	42	10	405	1770	358 <sup>a</sup>	100 <sup>a</sup>	-	-	358 <sup>a</sup>	1074 <sup>a</sup>	721	94	42	6	763	2220
Berryessa	11428	94	681	6	12109	43550	2772	37	4754	63	7526	22578	14200	72	5435	28	19635	57138
Cambrian/Pioneer	14450	84	2730	16	17180	50645	1175	22	4188	78	5363	14909	15625	69	6918	31	22543	60790
Central San Jose	16506	51	15677	49	32183	83440	153	4	4166	96	4319	8292	16659	46	19843	51	36502	67981
Coyote	316	93	25	7	341	1400	152 <sup>b</sup>	100	-	-	152	456	468	95	25	5	493	1435
Edenvale	21664	88	3064	12	24728	82030	8982	53	7998	47	16980	48563	30646	73	11062	27	41708	115706
Evergreen	6667	89	857	11	7524	26110	13826	75	4489	25	18315	57875	20493	79	5346	21	25839	79201
North San Jose	1065	65	242	35	1307	4180	139	100	-	-	139	278	1204	83	242	17	1446	2803
South San Jose	10451	78	2866	22	13317	40890	3821	40	5710	60	9531	27259	14272	62	8576	38	22848	63385
West Valley	26334	78	14303	22	40637	100560	472	15	2769	85	3241	8200	23719	58	17072	42	40791	100105
Willow Glen	20191	74	7133	26	27324	73265	637	20	2573	80	3210	8938	20828	68	9711	32	30539	82351
Calero/San Felipe	159	99	2	1	161	550	c	c	c		c		c		c		c	
Citywide Totals	155851	74%	53587	26%	209438	624860	42362	50	42454	50	84816	203866	194967	67	96044	33	291011	778546

SOURCE: City of San Jose Planning Department

a. Only limited, new development projected for Alviso.

b. Theoretical minimum in areas designated Rural Residential.

c. Negligible new dwelling units consistent with Non-Urban Hillside designation.

d. The 1990 population total reflects the fact that fewer people will reside in the existing housing stock due to declining household sizes.

e. The portion of the San Jose sphere-of-influence detached to Cupertino in 1979 is reflected in the above data in the 1975-1990 Increase and in the 1990 totals.

f. Totals reflect an overall 1.5% vacancy rate in 1990.

FIGURE **20**

# PROJECTED EMPLOYMENT GROWTH

1975-1990<sup>a</sup>

PLANNING AREA	EMPLOYMENT CATEGORIES							TOTALS
	Manufacture	Wholesale	Retail	Services	TCU & C	Gov't	F.I. & R.E.	
Almaden	1540	0	182	284	0	298	69	2373
Alum Rock	1186	2408	423	1180	870	336	185	6553
Alviso	1112	1122	127	440	276	8	68	3153
Berryessa	14226	8567	3618	1566	1422	147	142	29688
Cambrian/Pioneer	569	625	307	711	142	0	100	2454
Central San Jose	777	1916	2389	13127	3622	2715	7983	32529
Coyote	2049	0	0	0	0	0	0	2049 <sup>b</sup>
Edenvale	21038	2627	3271	7631	0	342	401	35310
Evergreen	259	12941	968	1353	137	790	370	16818
North San Jose	22180	10090	1115	6035	2116	9	2161	43706
South San Jose	7326	4223	409	1922	1428	194	105	15607
West Valley	0	0	503	755	0	0	252	1510
Willow Glen	37	37	336	1228	2	0	146	1775
Calero/San Felipe	-	-	-	-	-	-	-	-
Citywide Total	72299	44556	13648	36232	10015	4839	11982	193525 <sup>c</sup>

SOURCE: City of San Jose Planning Department

- Plan assumes that all designated industrial and commercial areas will be developed by 1990 except the following: Alviso Industrial Reserve and Planning Area - as yet undetermined; North San Jose Industrial Reserve - 75%.
- This number represents the projected jobs for the IBM facility. No other employment is projected for Coyote.
- The total represents a net increase of new jobs as reductions have been included within specific employment categories where they are expected to occur.



29. Page 41  
Added to end of  
City Form and Size  
Alternative Evaluation  
and Selection  
(82-79)

...and the ability of the City to provide services and facilities.

In the Annual Review process subsequent to the adoption of the General Plan based on the form and size analysis outlined above, it was determined that limited amounts of urban development in hillside areas can be consistent with the policy framework of the Plan. To be found consistent with the General Plan, hillside development must conform to the following criteria:

- o A unique land use or combination of land uses not otherwise planned for on the Land Use/Transportation Diagram.
- o In locations where hillside areas project into the Urban Service Area (i.e., Silver Creek Hills, Santa Teresa Ridge, and Communications Hill) and where the cost of extending services can be demonstrated to be minimized.
- o Include very low intensity uses (for example, less than one unit per acre for residential development) to be consistent with Environmental Management policies addressing hazards, scenic resources and watershed resources and to minimize municipal services requirements.
- o Provide for installation of all required capital facilities by developers.

30. Pages 42-43  
Revised 3.  
Downtown Core  
Area  
(81-135)

### 3. Downtown Core Area

The effects of post-World War II migration of downtown businesses to suburban shopping centers and concurrent development of new office buildings along The Alameda and North First Street were prime agents leading to the decentralization of economic activity. The once proud downtown came to be characterized by underuse, vacancies, obsolescence, declining rents and attendant characteristics of a declining central district.

The City Council, in 1958, sensed the need for a plan to stem the decline and contracted with the consulting firms of Candeub and Fleissig/Livingston and Blaney to prepare a comprehensive study and plan for the metropolitan core. After evaluating the economic facts, the consultants warned that "if the opportunity to create a metropolitan focus is not seized immediately, outlying shopping centers and office development may seriously reduce the market for downtown space." The plan was never officially adopted. Other moves toward reconstruction of the downtown area were given a boost by the adoption of San Jose's first redevelopment project, the Park Center project, in 1961. Recognizing the potential significance of the first plan eventually led to the establishment of a second redevelopment project, the San Antonio Plaza project, in 1967.

The need to study the various on-going projects in terms of the effect on each other and on the rest of the downtown became evident and, as a result, the City Council, in 1970, approved the consulting firm of Hart, Krivatsy and Stubee to conduct a study of the problems facing the downtown and to suggest a plan for coordinating the renaissance of downtown activity.

In 1971, the City Council, after reviewing several alternative concepts, selected a concept suggesting that the urban center of San Jose be composed of a three part "core" with the airport and related uses at the north end; a combined financial, cultural-education, convention and entertainment hub in the south; and the Civic Center complex in between - along First Street. Following the selection of the three-part core concept, the Council approved a Traffic Study and an Action Program to implement the Plan.

a. Downtown Core Area Plan

In the Downtown Core Area, (see Land Use/Transportation Diagram), a retail and entertainment center is ringed by financial, cultural and educational facilities (San Jose State University), governmental, office, and the residential area. It is from these surrounding potential market areas that the support for the kinds of commercial facilities, to be placed in the retail and entertainment center, will come.

In 1980, a Downtown Development Strategy was formulated for the Downtown Core Area to expedite development, particularly with respect to hotel/convention facilities and high-rise residential development in the San Antonio Plaza Redevelopment Project. The urban design firm of RTKL Associates acted as lead consultants to both the City and a citizen's committee (the Downtown Working Review Committee) appointed to monitor and provide input to the strategy plan formulation. All information and recommendations were first evaluated and endorsed by this committee prior to presentation and adoption by the Redevelopment Agency.

Unlike previous studies, the economic feasibility of the major components of the downtown revitalization effort were carefully evaluated by the economic consultants, Economic Research Associates (ERA). These studies identified new office development as the major economic "driver" of the downtown revitalization effort with an anticipated absorption rate of up to three million square feet of Class 1 office space within the next decade. This new office development would be over and above any major industry headquarters that may locate in the downtown.

The existing redevelopment areas would be the primary locations for the new office development. San Antonio Plaza is expected to encompass 1.5-2.5 million square feet of office space by 1993. Park Center Plaza will continue to develop with new office space and the existing Julian-Stockton redevelopment area which is predominantly industrial in nature, will include mid-rise (8-10 story) offices in the southeast portion adjacent to the downtown core. The Pueblo Uno redevelopment area also has potential for new office construction and would feature rehabilitated office space. As the opportunities become available, infill office development is expected to occur throughout the remainder of the downtown.

The Downtown Development strategy does not depict the core area as a regional shopping center in the traditional character and form of past downtowns because it is ringed by eight regional centers within a seven mile radius. The market opportunity for major retail development appears limited. However, downtown employment is expected to nearly double to approximately 32,000 by 1990 due to the strength of the office market. In addition, San Jose State University provides a potential market of approximately 27,000 students and 3,400 employees. The downtown retail market can then be expected to accommodate a 150,000 to 200,000 square foot restaurant, entertainment, specialty and convenience center designed to initially service the office, university and visitor markets over the next decade. As residential development proceeds and as demand warrants, the future and existing retail areas will be able to share in the growth of the downtown by expanding and upgrading to higher line facilities. Existing retail is located primarily along the Santa Clara and First Street frontages. The future retail strategy would reinforce existing retail activity by developing both the San Pedro Square and Paseo de San Antonio areas. This would create major retail focal points that would be connected with retail development along Santa Clara and First Streets. The Post Street Mall and Second Street frontages would serve as secondary retail areas.

Residential development in the downtown will play a major role in the long range redevelopment of the core area. It is essential to infuse



residential population into the downtown thereby promoting the concept of a "24-hour" downtown that retains its vitality after the 8 to 5 workday. ERA forecasts a demand of 1,600 to 1,800 residential units in the San Antonio Plaza project and alternate residential sites over the next decade are envisioned in the St. James Park and/or Guadalupe River areas. The anticipated new housing development would be market rate as the downtown already has a disproportionate amount of lower income and subsidized housing relative to the remainder of the City.

Other land use projects evaluated that are critical to the downtown redevelopment efforts are the expansion of the existing Convention Center and development of high quality hotel facilities. These uses are complementary and should maintain a close physical relationship. Therefore, a minimum 500-room hotel is scheduled for development in the San Antonio Plaza redevelopment project. An expansion of the existing Convention Center with additional exhibition space is also possible.

The circulation concept for the downtown core is predicated upon the ideas that within the next decade, through-traffic will be greatly reduced, pedestrian activity encouraged, increased long term peripheral parking lots constructed and up to 30% of downtown trips will be captured by transit. Although a reduction of traffic congestion should result, impaction problems would still exist due to the intensified land use that accompanies major city centers. The downtown area has unique traffic circulation problems compared with suburban areas and traffic level of service policies must reflect this situation.

The major long range projects necessary to help achieve the reduced traffic levels include the completion of Route 87 along with on-off ramps at Santa Clara Street; installation of an off-ramp onto Third Street from 280; and the construction of the Transit Mall project.

The basis of the circulation concept is a system involving freeways that bypass downtown streets; regional transit corridors; a framework of one-way couplets surrounding the core and serving peripheral parking; major automobile streets penetrating the core leading to major parking facilities; pedestrian streets, some with minor automobile traffic; and pedestrian paths such as the Paseo de San Antonio. The purpose of this hierarchy of circulation is to distinguish various functions for downtown streets so that development, including parking, can be integrated with the streets' function.

Many of the older buildings in the downtown reflect the culture and history from which the downtown was born. Future development must be sensitive to the historic character of these structures and should be designed to enhance these important reminders of our City's past. Where practical, cohesive districts of historically significant structures should be formed to preserve the historic fabric of the area and whenever possible, individual structures can be preserved and integrated into future development.

31. Page 44  
b. Allowable Land Uses  
in the Downtown Core  
Area, Revised Cultural  
and Institutional  
(82-80)

CULTURAL AND INSTITUTIONAL. The area shown as Cultural and Institutional contains existing and proposed public facilities such as the Civic Auditorium/ Convention Center, the Center for the Performing Arts, and the Main Library. Joint development projects which include private sector participation -- such as an integrated convention center/hotel/restaurant complex -- are allowed. In the event that public ownership of a designated site terminates or in the event that the proposed facility on a designated site is not implemented, alternate land uses consistent with surrounding land use designations and applicable General Plan goals and policies may be allowed.

32. Page 44  
b. Allowable Land Uses  
in the Downtown Core  
Area, added AREAS OF  
HISTORIC SENSITIVITY  
(82-77)

...and the proposed park portion of Park Center Plaza.

AREAS OF HISTORIC SENSITIVITY. In the vicinity of the historic sites, structures, and districts listed below and designated on the Land Use/Transportation Diagram, all development shall be designed to enhance the character of the designated historic resource, consistent with the Historic, Archaeological and Cultural Resources policies. This is an overlay designation intended to control only design and does not affect the underlying use designation.

- (1) St. James Historic Area (including the Scottish Rite Temple, First Universalist Unitarian Church, Eagles Club, Trinity Episcopal Church, U.S. Post Office/St. James Branch, Santa Clara County Courthouse, Christian Science Church, Sainte Claire Club and the Four Wheel Brake building), for which the area of historic sensitivity includes all properties fronting on St. James Park.

33. Page 44. 4. Planned  
Residential Community  
Added b. Silver Creek  
Planned Residential  
Community  
(82-40)

b. Silver Creek Planned Residential Community

Setting. This planned residential community encompasses approximately 3,100 acres of land at the northerly extension of the Silver Creek Hills located in the southeast area of San Jose. The Silver Creek Hills at this point define the Evergreen Valley urban area to the east and provide a hillside backdrop to the west for the southerly populated area of San Jose. Two ridge lines are contained within this hillside projection, with the west ridge being most predominant in terms of scale, topographic relief and visibility. The easterly ridge exhibits more gently sloping characteristics and is significantly lower in elevation than the western ridge. Separating these ridges is a small valley through which Silver Creek makes its northward flow to the Valley floor. It is along this natural creek channel that the most significant tree growth is encountered within this planned area. Above this waterway habitat, the hillside areas are vegetated with annual grasses and sparsely dotted with shrubs and trees.

Access into the Planned Community is gained from the north by Yerba Buena/Silver Creek Road, which runs along the Silver Creek channel and meets San Felipe Road at the southeasterly extension of this area. San Felipe Road provides southerly access into the Silver Creek Planned Community from the Evergreen Valley. Both of these access ways are two-lane, rural roads and are indicated as scenic corridors in the Scenic Routes and Highways Element of the General Plan.

Plan Objectives. The rural setting of this planned residential area, surrounded on three sides by developed urban uses, presents a unique opportunity to create a low density suburban community within close reach of the fully urbanized city. While the main Valley floor extends southerly into this area along Silver Creek and could result in conventional expansion of the Urban Service Area, a relatively unconventional form of development is envisioned for this area. The proposed plan utilizes primarily the lowest density residential land use categories, locating the various densities according to the ability of the topography to support development.

A major objective of this proposal is to plan such an expansion in numbers of dwelling units and urban service area acreage in a manner consistent with the major General Plan policies regarding ultimate dwelling unit and population holding capacities. The plan, as presented, should allow the construction of approximately 2,610 dwelling units which is within the planned 1990 ultimate holding capacity of the General Plan.

This Planned Community is intended to provide a unique opportunity for the private sector to incorporate innovative design concepts in the development of a high-quality suburban residential community. As such, the consideration of quality in both design and construction will be central to the review of development applications in this area.



Provision of Public Services and Facilities. While the overall character of the Silver Creek Planned Residential Community is low-intensity and rural in nature, all of the major urban services necessary to support residential development will be required. The major services which will require extension and upgrading to serve the Planned Community include: transportation, storm and sanitary sewer, domestic water, fire and police. In addition, careful analysis of the impact of the Planned Community on the capacity of the Water Pollution Control Plant will also be necessary.

In the cases of transportation, storm and sanitary sewers and water supply, extensive capital improvements beyond those presently planned or funded will be necessary to provide service to this area. Fire and police equipment and staffing levels will require expansion and upgrading to provide service within City-required response times and in order to prevent deterioration of service levels to adjacent developed areas. The establishment of a closed-gate controlled security system for residential areas can reduce the number of low-priority police service calls and should be encouraged.

Due to the critical service and revenue constraints being experienced by the City, the developers of the Planned Community will be required to fund major capital facilities and improvements deemed necessary to support the future developments. The only improvement planned for the area which will not require private funding are the extensions of Nieman Boulevard and Yerba Buena Road already scheduled in the City's Capital Improvement Program.

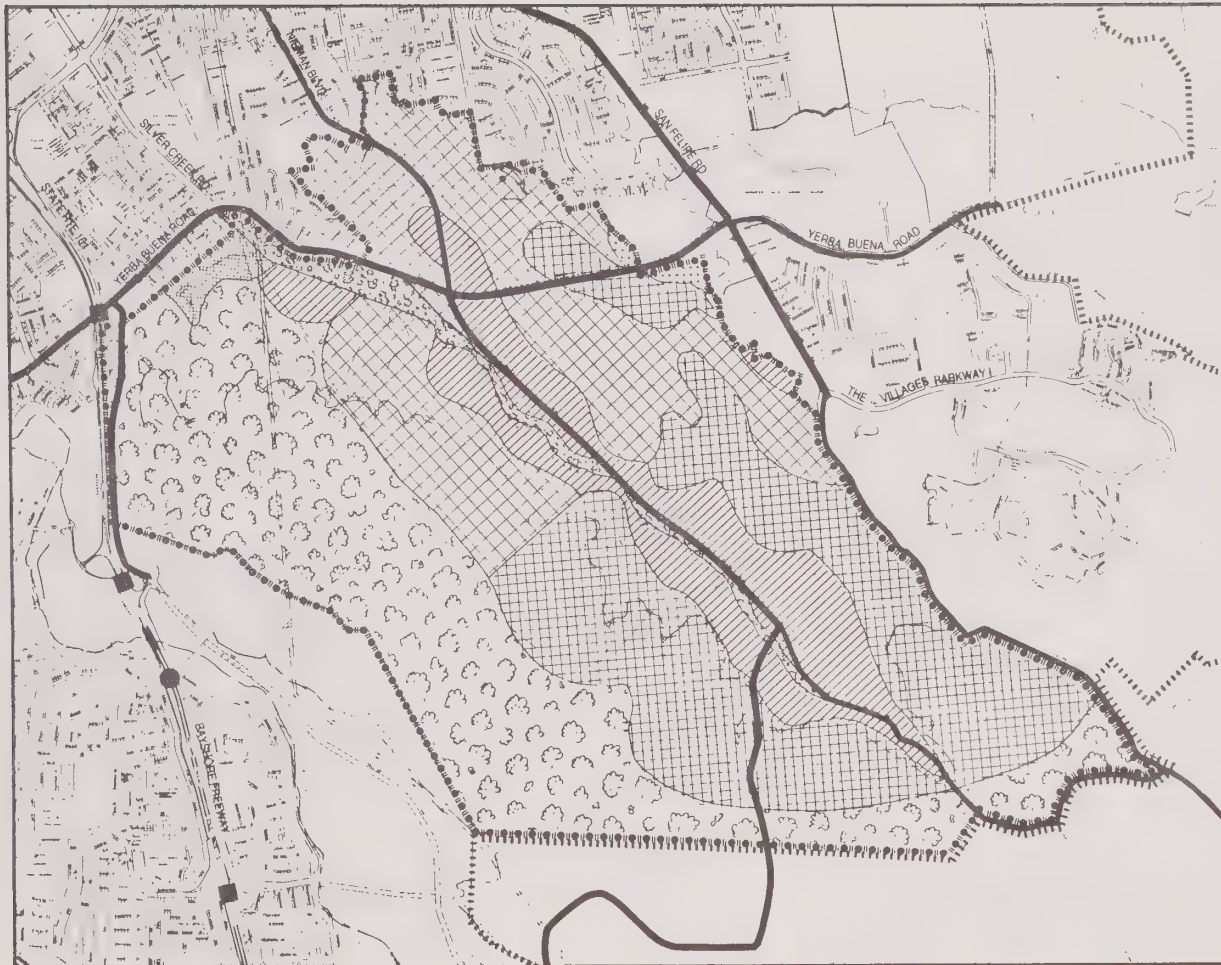
Future development in the Planned Community will be subject to all other City development policies and controls. Specifically, this will include conformance to the Evergreen Transportation Policy regarding the effects of the development on traffic level-of-service as well as inclusion in the allocation system which distributes available transportation capacity.

Overall Design Considerations. Development in the portions of the Silver Creek Valley which are less constrained by topography will be typified by large single-family lots. In steeper hillside areas, clustering of dwellings and other innovative hillside development techniques will be considered.

The establishment of a low density residential community in this area with primarily rural land use densities on the hillsides is intended to preserve the basic character of these areas by minimizing the grading necessary for development. The restrictions on development of the western slope and low intensity of development proposed throughout the hillside areas are necessary in order to preserve and protect the valuable watershed characteristics of the hillsides. Other critical design criteria which will control the extent and form of ultimate development of the area include the soils, geologic and seismic hazards known to exist in the area. In depth studies of these and all other potential environmental impacts will be required as a part of the detailed land use planning of the area. The environmental review for any one project will be required to address the potential effects of the project on adjacent properties, including soils, seismic and geologic and watershed impacts and the implications of one project with regard to the sewer and transportation access to the surrounding parcels.












In order to enhance the suburban nature of the low density residential development proposed in this area, consideration will be given to the use of rural improvement standards which generally reflect the large lot "estate" concept. Reduced street rights-of-way, lack of sidewalks, and private street lighting are examples of the types of reduced standards which may be appropriate.





# **SILVER CREEK PLANNED RESIDENTIAL COMMUNITY**

**SPECIFIC LAND USE PLAN  
ADOPTED 12-7-82**

-  Non-Urban Hillside
-  Rural Residential . . . . (1 du/5 ac)
-  Estate Residential . . . . (1 du/ac)
-  Low Density Residential . . . . (3 du/ac)
-  Medium Low Density Residential . . . . (5 du/ac)
-  Medium Density Residential . . . . (8 du/ac)
-  Public Park and Open Space
-  Arterial (80-106' Right-of-Way)
-  Major Collector (60-90' Right-of-Way)
-  Community Boundary
-  Urban Service Area Boundary



0 1000 2000 4000  
SCALE FEET

Specific Land Use Plan. The primary land use designations incorporated in the Silver Creek Planned Residential Community include: Low Density Residential (3.0 du/acre), Estate Residential (1.0 du/acre) and Rural Residential (1 dwelling unit per five acres). The basic concept of the Land Use plan is to allow slightly higher density development (3.0 du/acre maximum) on the flatter land along the narrow Silver Creek Valley. The less steep hillside areas surrounding the Valley are designated Estate Residential, allowing an average of 1.0 dwelling unit per acre. Steeper hillside areas which are still considered able to support some limited development are designated Rural Residential (one dwelling unit per five acres). As discussed previously, the hillside slope on the westerly edge of the Planned Community facing the main Valley and the South San Jose area is designated Non-Urban Hillside, retaining its present non-urban state.

Other land uses and facilities to be included within the Planned Community are described below. Two small areas of 5.0 and 8.0 Dwelling Unit per Acre density are included within the Planned Community area because they are currently designated such on the Land Use Diagram. Approximately 19.0 acres of land designated Public Park and Open Space are included in the plan, consisting of the Silver Creek flood control right-of-way and the site of the future Silver Creek Park along Silver Creek Road. Consideration will also be given to the inclusion of five to ten acres of neighborhood/community commercial land use, designed to serve the needs of the Planned Community. The specific location and mix of services to be provided in this commercial area will be determined as more detailed development plans are provided for the Planned Community. The projected number of dwelling units and acreages within the Silver Creek Planned Residential Community is shown on the following Table.

LAND USE DESIGNATION							
8/AC	5/AC	3/AC	Estate Res.	Rural Res.	Non-Urban Hillside	Pub.Pk./ Open Sp.	TOTALS
30 ac	11 ac	451 ac	838 ac	661 ac	1007 ac	77 ac	3075 ACRES
192 du	44 du	1353 du	838 du	132 du	51 du	--	2610 DU's

While the Specific Land Use Plan establishes the intent of the Planned Residential Community design and the maximum allowable densities, significant flexibility is to be allowed in the ultimate type and mix of land uses within the Planned Community. In addition to the neighborhood commercial uses described previously, other forms of commercial and recreational enterprises including golf and tennis clubs, resort and lodging facilities will be allowed where they are designed as an integral part of the Planned Community. The transfer of residential densities from property utilized for such non-residential land uses will be allowed, consistent with the goals and objectives of the Planned Community.

Major revisions being proposed to the Transportation Diagram Plan for the roadways providing access to the Planned Community include: the upgrading of a portion of Silver Creek Road to Arterial Street standards (80-106' right-of-way) and extending Silver Creek Road over the Silver Creek Hills and connecting to Fontanoso Avenue.

As described in the "Setting" portion of this plan, Silver Creek, San Felipe and Yerba Buena Roads are all designated for Scenic Corridor treatment in the Scenic Routes and Highways Element of the General Plan. The Scenic Corridor designation requires careful consideration be given to the "preservation of attractive environmental and scenic qualities adjacent to and within immediate view of scenic roads". The Scenic Routes Plan also encourages the regulation of land uses in scenic corridors including protection of important natural and man-made resources and special views.

The design of land uses along these corridor routes, the expansion of the existing roadways, and the proposed road through the Silver Creek Hills will all be subject to the design criteria of the Scenic Corridor designation, as summarized above.

Consistent with the Planned Residential Community designation, as established in the General Plan, all development within the Silver Creek Planned Residential Community shall be approved through the Planned Development Zoning process. The overall concept of the Silver Creek Planned Residential Community is to provide flexibility beyond the existing General Plan and to encourage innovation and creativity on the part of the private sector in the development of the future Planned Community. A rare opportunity is presented in the Silver Creek Valley for a unique development which will be an asset to the East Valley community and the entire City of San Jose.\*

\* Additional information on the Silver Creek Planned Residential Community may be found in a Final EIR certified by and on file with Santa Clara County Local Agency Formation Commission (Resolution No. 82-36).

34. Page 44. B. Land Use Designation, Revised 3rd paragraph (81-115b)

One of the objectives of this General Plan is to encourage infilling of development. To further this objective, the General Plan provides for some flexibility of land uses allowed on existing parcels which comprise a land area of two acres or less. Such properties may have an allowed use other than that designated on the Land Use/Transportation Diagram. Such alternative use for a land designated residential is the next higher or lower residential

density category and for a non-residential designation, the alternate use can be any residential category or any other non-residential category, provided that (1) the alternate land use must be compatible with land use designations of the General Plan for properties in the vicinity; and (2) the alternate use must be consistent with applicable General Plan policies. It is intended that this alternate land use be utilized relatively infrequently and in scattered locations so as to not impact any one neighborhood. This provision would not allow for divisions of land into parcels of two acres or less for the purpose of avoiding compliance with the Land Use/Transportation Diagram of the General Plan.

35. Page 45. 1. Residential Added b. Estate Residential 1 Dwelling Unit Per Acre (81-138)

b. Estate Residential: 1 Dwelling Unit Per Acre

This residential category, like the Rural Residential and Low Density Residential categories, is planned for areas which are not suited for a more urban form of development because of topography or geologic conditions as well as urban service limitations. The one-unit-per-acre density allowance of this designation, however, is intended to provide flexibility beyond the 5-acre lot size requirement of the preceding non-urban Rural Residential category while limiting the overall density to half of that allowed in the following 2 Dwelling Units Per Acre urban category. Hillside areas in Almaden and Evergreen are primary locations where this designation is planned.

On such designated lands where topography is not limiting, the representative form of development would be single-family homes on lots that average one acre in size. For properties so designated that are situated in steeper hillside settings, clustering of units and utilization of other hillside development techniques are anticipated and encouraged.



Since this designation is planned at the urban/non-urban interface, the type and level of services required to support future developments in this category is expected to be less than that required for strictly urban land uses. The development community will be expected to design projects that minimize the demand for urban services and provide major funding for construction of needed service facilities. The City will consider improvement standards which generally reflect the large-lot estate concept. Reduced right-of-way widths, no sidewalks and private street lighting are examples of typical, low density suburban standards to be considered for this category.

Because of the urban service and land capability (topographic and geologic) concerns that are associated with the Estate Residential designation, development within this category shall be approved only under the Planned Development zoning and Permit process.

This density of 1.0 dwelling unit per acre represents the maximum allowable overall density for this designation; no minimum density or minimum parcel size is intended. A density of less than 1.0 dwelling unit per acre may be more appropriate in some areas, due to environmental, geologic or adjacent land use concerns.

36. Page 45  
Revised f. Medium  
High Density  
Residential: 8-16  
Dwelling Units  
Per Acre  
(81-112)

f. Medium High Density Residential: 8-16 Dwelling Units Per Acre

This density is typified by patio homes, townhouses and duplexes. Since the Plan controls density rather than housing types, it would also allow a mixture of single family and apartment units, subject to the density limits. It is generally located on the edges of single-family neighborhoods and other infill sites. In some cases, it has been planned as a transition between higher intensity uses (e.g., shopping centers or apartment complexes) and single-family neighborhoods. To assure that such transitions are satisfactorily accomplished, all developments within this category will be done under Planned Development control.

37. Page 46  
Revised c.  
Industrial Park  
and d.  
Light Industrial  
(81-130)

c. Industrial Park

A wide variety of uses are encompassed within this category but it does not include uses with functional or operational characteristics of a hazardous or nuisance nature which cannot be mitigated through design controls. Retail sales and service establishments serving businesses and their employees and offices are appropriate uses in this designation. The primary difference between this use category and the "Light Industrial"

category is that performance and design standards are more stringently applied to Industrial Park uses, to eliminate or reduce any adverse impacts of the use(s). The development standards of the present "I District" are illustrative of this concept. An Industrial Park may be either a single use or a development containing several separate uses, which is zoned, planned, developed, and managed as a unit, and designed with sensitivity to surrounding uses.

d. Light Industrial

This is also an encompassing category for a wide variety of industrial uses, but excludes uses with significant nuisance effects. Retail sales and service establishments serving businesses and their employees and offices are appropriate uses in this designation. Because the uses allowed do not have substantial external effects, normal zoning and development controls will suffice. The design controls for this category of use are not as stringent as for the "Industrial Park" uses. Examples of this use category are warehousing, wholesaling, and "clean" manufacturing.

5. Mixed Use

This use designation is designed to allow for developments consisting of one or more of the three major use categories -- residential, commercial and industrial. In developments proposing more than one of the major use categories, such uses may be combined horizontally, within a given project (mixed use) or vertically, within a given structure (multiple use). This designation is intended to provide the flexibility for private developers to exercise innovative concepts, which is expected to stimulate private redevelopment in older developed areas of the City and encourage a more "urban" form of development in selected locations. It will also allow for project integration of housing and employment in selected growth areas of the City, reducing the need for commuting between the two.

The Mixed Use designation functions as an "overlay" designation which can be applied to any of the residential, commercial, or industrial categories. In those areas overlaid by the Mixed Use designation, other uses from among the major use categories may be permitted to the extent that they neither violate the scale and character of the underlying use area, nor jeopardize a limited supply of available land planned for that use. When a development proposal includes the base use, the presence of the Mixed Use designation does not change the factors, such as density, intensity, specific use, etc. which control development under the base use designation. Application of the concept shall occur only when the legitimate interests of all uses can be respected.

Residential development shall be allowed in commercial or industrial areas having the Mixed Use overlay only when it is of sufficient scale to establish its own environmental amenities and when a full range of residential services are available to the site or will be provided with the development. Commercial development in residential or industrial areas having the Mixed Use overlay shall not be allowed to compromise the characteristic features of residential and industrial areas, and non-office commercial shall be allowed in industrial areas only when it directly and primarily serves or complements existing industrial development. Development under the Mixed Use designation, unless it is for the base use alone, shall be approved only under the Planned Development process.

Development under the Mixed Use designation is subject to other applicable General Plan policies, most notably the High-Rise Policy. Mixed Use development outside the Downtown Core Area must observe the 120 foot height limitation, and while no specific limit on residential density will be imposed on application of the Mixed Use overlay to commercial or industrial base designations, the residential component of mixed use projects must adhere to the High-Rise Policy limit of three stories for residential development outside the Downtown Core Area.

6. Public/Quasi-Public

This category includes land uses of governmental agencies, utilities, and institutions such as churches and private hospitals. As to quasi-public (institutional) uses, only existing uses are designated; no future quasi-public uses are planned by the City. For this reason, any proposed quasi-public developments will be evaluated as to their conformance with the General Plan on the basis of applicable General Plan Goals and Policies. Public uses include schools, corporation yards, libraries, fire stations and City Hall. Some public uses are designated on the Land Use/Transportation Diagram which do not yet exist, but for which a site has been acquired. There may, in the future, be instances of a public agency or a quasi-public organization wishing to dispose of surplus property. In those instances a decision must be made as to what alternate use(s) would be consistent with the General Plan. That determination will have to be made in each individual case which arises, based on the applicable General Plan policies. Not all existing public and quasi-public uses are designated on the Land Use/Transportation Diagram. Some are simply too small to be shown.

## 7. Public Park and Open Space

These land uses which are of a basically open space nature are publicly owned but not in all cases open to public use. The most prevalent public open space uses are City and County parks. The category also includes the County Fairgrounds and percolation ponds. With only minor exceptions, no public open space has been designated which is not now in public ownership or in a funding program for acquisition. This includes portions of Penitencia Creek, the Coyote Creek, the Guadalupe River and other smaller creeks.

The locations of neighborhood and district parks are in most cases specifically defined on the Land Use Diagram. There are cases where parks are planned in the City's Parks and Recreation for the 80's Plan but where either no specific site has yet been identified or where the details of surrounding development have not been finalized. In these cases, the designation for the park will be indicated by the letter "p". This symbol represents a "floating" designation and is only intended to indicate a general area within which a park site will be located. The specific size, location and configuration of such park sites will only be finalized through acquisition of a particular parcel. In addition, for park sites which are specifically identified on the Land Use Diagram, no General Plan amendment shall be required to modify the general location, size or configuration of such park sites.

The Land Use/Transportation Diagram does not completely reflect the City's public park and open space system. Some parks, and most neighborhood recreation centers, are too small to be reflected, as are some portions of PG&E rights-of-way which also serve as part of the City's park and open space system. Also not reflected are some existing creeks that flow through the Valley and have the potential for providing recreation opportunities, unique natural open space settings, hiking and equestrian trails, and connecting links between other publicly-owned recreation areas. These creeks are part of the County-wide flood control system. For some of the major creeks, or portions thereof, the Santa Clara Valley Water District plans to leave them in basically their natural state rather than constructing flood control facilities. The following creeks, and reaches thereof, are included as part of the City's park and open space system on the assumption that they will be given flood plain treatment or a modified version thereof: Guadalupe Creek, Los Alamitos-Calero Creeks, Guadalupe River, Coyote Creek, Silver Creek south of Capitol Expressway, Yerba Buena-Thompson Creek as far as the Lake Cunningham Park site, Penitencia Creek, and Berryessa Creek east of Morrill Avenue.

There may, in the future, be instances of a public agency wishing to dispose of surplus property or wishing not to acquire property now programmed for acquisition. In those instances of the public use or proposed public use being terminated, a decision must be made as to what use(s) would be consistent with the General Plan. That determination will have to be made in each individual case which arises, based on the applicable General Plan policies, and the use character and General Plan land use designation of the surrounding area.

## 9. Private Recreation

These are uses of a higher intensity than the above category and are generally, but not necessarily, of an open space character. The range of allowable uses is broader than for the private open space category and includes those uses allowed in the Private Open Space category. Uses include amusement parks, country clubs, golf courses, tennis clubs, driving ranges, recreational vehicle parks and private campgrounds. Ancillary commercial uses (bars and restaurants) are allowed in conjunction with private recreation uses.



42. Page 48  
Revised Non-  
Urban Hillside  
third paragraph  
(82-79)

The intent of the fifteen percent slope line as a general planning criterion is to define the edge of urban/non-urban intensity of land use wherever at the edge of the valley floor the Non-Urban Hillside designation abuts another designation allowing more intensive uses. The Land Use/Transportation Diagram is not intended to show the fifteen percent slope line precisely on any specific parcel,....

43. Page 48  
Added No. 12  
Candidate Solid  
Waste Disposal  
Site  
(82-76)

## 12. Candidate Solid Waste Disposal Site

This land use designation indicates those locations under consideration for development as sanitary landfill sites. The development of such sites may occur under public or private proprietorship. This designation is applied to all potential disposal sites with the expectation that not all designated sites will be implemented. The establishment and operation of any disposal site pursuant to this designation shall comply with the Solid Waste Goals and Policies of this Plan. In particular, compliance with the Solid Waste Goals and Policies shall include the following:

- o Access to Hellyer Canyon shall be limited to Bayshore Freeway/Hellyer Avenue Interchange/Dove Hill Road, specifically excluding access through Hellyer Park from the west. Techniques to implement this limitation may include: denying public access to the disposal site; and requiring in waste collection franchise contracts that solid waste operators use acceptable routes.

All designated Candidate Solid Waste Disposal Sites except Newby Island are canyons in inland locations and would be new landfill sites. The Newby Island site is intended to represent the potential expansion of an existing sanitary landfill operation.

This designation will be indicated by the letters "SW" overlaid on another land use designation and represents a potential alternate to the uses otherwise allowed by the underlying designation. This symbol represents a "floating" designation and is intended to indicate only a general location. The exact size, location and configuration will be finalized through the City Council's acquisition or approval of a specific solid waste disposal site following certification of a site-specific EIR.

44. Page 51. c. Definitions  
Revised Arterial (Major  
Street) and Major  
Collector  
(81-119)

Arterial (Major Street). A facility which accommodates major movements of traffic not served by expressways or freeways. Designed mainly for through traffic, but also normally performs a secondary land service function. Abutting property has access to the facility; parking and loading may be restricted or prohibited to improve capacity for moving traffic. Two widths of arterial streets are shown on the Transportation Diagram: 80- to 106-foot right-of-way and 115- to 130-foot right-of-way. These right-of-way standards may be varied in unique situations where strict adherence to the standards would be unreasonable, provided that the planned function of the arterial street in question is not compromised by such an alternative right-of-way.

Major Collector. A facility which serves internal traffic movements within an area and connects this area with the major arterial system. It does not handle long through trips but performs the same land service function as a local street. Traffic control devices may be installed to protect or facilitate traffic on a collector street. The right-of-way standard for major collector streets is 60 to 90 feet. This right-of-way standard may be varied in unique situations where strict adherence to the standard would be unreasonable, provided that the planned function of the major collector street in question is not compromised by such an alternative right-of-way.

45. Page 51. c. Definitions  
Added Contingent  
Designations  
(82-81)

...according to the type of land it serves such as residential and industrial.

CONTINGENT DESIGNATION. For the transportation components listed below, two alternate designations/alignments are shown on the Land Use/Transportation Diagram and the implementation of either may be found consistent with the General Plan.

- o Highway 237 State Transportation Corridor and a parallel Major Collector street northerly thereof is shown in two alternate alignments between Zanker Road and Highway 17. Street dedication, improvement and/or reservation of rights of way shall be required in connection with development approvals for both alignments.
- o Two designation/alignments are shown to connect Almaden Boulevard at San Carlos Street and Highway 280: (1) a pair of Minor Arterial (80-106 feet Right-of-Way) streets on the Vine Street and Almaden Avenue alignments; and (2) a Major Arterial (115-130 feet Right-of-Way) street on the Vine Street alignment. Dedication and improvement of street frontage normally required in connection with development approvals shall not be required for the Vine Street - Major Arterial alternate.

46. Page 57  
IV. IMPACTS OF THE  
GENERAL PLAN, deleted  
and replaced by the  
following:  
(82-79)

#### IV. IMPACTS OF THE GENERAL PLAN

Reference is made to the FOREWARD which delineates how this section is a part of the EIR for the Plan. Reference is also made to Section 3, I, B, 6 ("Impact of Environmental Management Policies"), Section 3, I, C, 7 ("Impact of Community Development Policies") and Section 3, III, C ("Transportation Costs and Impacts") for additional discussion on the impacts of the General Plan.

#### A. The Significant Environmental Effects of the Project.

A significant level of future urban growth is projected by General Plan 1975 and significant environmental effects and changes will result from the implementation of this Plan. The degree of significance of future impacts will depend on the extent that urban development is properly staged and controlled. During the GP '75 plan development process, it was recognized that the City's pattern of urbanization was well established and continued growth in San Jose was desirable for a number of reasons. The direction of that growth, however, can be guided to maximize potential benefits to City residents and taxpayers as well as to minimize negative environmental effects.

The primary vehicle for controlling San Jose's future growth is the geographic size of the development container chosen for the 1990 time frame. This planned urban area encompasses the valley floor, excludes Coyote Valley, and severely limits hillside development on lands above the 15% slope line. Since approximately 80% of this container is already urbanized, future growth will occur largely as an infilling process which will complete development of vacant pockets of land surrounded by existing urbanization. Also, this process will not occur immediately, but will extend at least over the Plan's time span to 1990.

While the control and staging of growth in San Jose initially serves to limit the intensity of potential environmental impacts, a full range of effects are still identified with GP '75. The following analysis focuses on those identified impacts which affect both the existing natural environment and the man-made environment. The consideration of physical as well as social and economic consequences of the Plan is necessary so that one can realize the extent to which social and economic benefits of future growth are balanced with environmental needs and goals.

#### 1. Flora and Fauna

Approximately 15,500 acres of vacant land are located within San Jose's planned urban area which are designated for future urban uses. A wide variety of native plants and animals inhabit these pockets and outlying areas of vacant land. As urbanization occurs, most of this natural vegetation and wildlife will be eliminated and replaced by non-native species of plants and animals.

Several species of endangered, rare or locally unique plants and animals are known to exist within the planned urban area. Such plants include the Mt. Hamilton Thistle (*Cirsium Campylon*), Metcalf Canyon Jewel-Flower (*Streptanthus Albidus*, *Albidus*) and Bitterroot (*Lewisia Rediviva*). Animals identified in these categories include the California Clapper Rail, Brown Pelican, Salt Marsh Harvest Mouse, California Red-Legged Frog, Western Burrowing Owl, Lewis' Woodpecker and the Golden Eagle. Development of the wetlands, woodlands or grasslands which constitute their habitat could further impact their ability to survive.

Elimination of natural habitat areas and the plants and animals they support is a primary and cumulative impact. Replacement of such natural habitats with urban landscaping introduces a round of secondary effects. Natural vegetation is often replaced with imported plant varieties which require extensive irrigation, fertilization and application of pesticides. Regional water supply resources are thus impacted by increased water usage, and ground water quality is affected by the introduction of chemicals into the soil.

## 2. Soils, Geology and Seismicity

This area of environmental concerns generally relates to the impacts of existing geotechnical conditions on urban development. The Cooper-Clark Geotechnical study of San Jose's Sphere-of-Influence, which is incorporated by reference to this Plan, identified a full range of soils, geologic, and seismic conditions which exist within the City's sphere and have the potential to adversely affect existing and future urban development.

Weak soils occur in and near the Baylands and along existing creek channels. Such soils have a very high potential to liquify and/or fail during a strong seismic event.

Existing landslides and lands subject to sliding are found in the hillside areas surrounding San Jose. Inappropriate development practices, heavy rainfalls or seismic events could trigger landslides which could adversely affect urban development.

Several active and potentially active earthquake fault systems are located within San Jose's Sphere-of-Influence. Seismic events occurring along these fault zones could significantly impact both nearby and regional urban development.

Impacts related to such natural hazards could become more significant as the existing urban container infills with development. Historically, as readily developable, hazard-free land becomes scarce, pressure to develop vacant lands with greater hazard potential is increased.

## 3. Natural Drainage and Flooding

San Jose is located in the historic drainage basin for rainfall which flows from the Santa Clara Valley and surrounding mountain ranges into the southern end of San Francisco Bay. Existing low density urbanization has resulted in extensive ground coverage. Buildings, streets, sidewalks, and other paving now encumber most of the major watersheds in the urbanized areas of San Jose. Land so devoted to urban development is rendered unavailable for storm water percolation, and storm runoff is consequently increased in volume during shorter duration events.

Historically, prior to significant urbanization in San Jose, flooding would occur along the Guadalupe and Coyote Rivers and tributary creeks during very heavy rainfalls. Channel improvements and storm drains have solved some of the flooding problems associated with urban growth. However, flooding is still a significant concern for the existing and future urban population of the City.

Continued urban growth without complete 100-year flood protection on the Guadalupe and Coyote River Systems will expose a larger population to



flooding impacts. Future urbanization will also consume percolation lands and potentially alter natural drainage patterns in areas planned for growth.

#### 4. Aesthetics, Scenic Views and Hillside Development

The transformation of land from a vacant, agricultural or natural condition to constructed urban uses represents a significant change in the environmental setting of the project. Whether this change is positive or negative is largely a matter of subjective taste which depends, in great measure, on site specific conditions. The range of visual impacts will also depend on proposed land use. Future public parks, for instance, will have significantly different impacts than heavy industrial uses. Regardless of the kind of development, the City's visual landscape will continue to change with the process of urbanization.

On the issue of aesthetics and scenic views, a significant concern expressed in the Plan is preservation of the natural scenic backdrop of the hillsides in and around San Jose. Development on the hillsides, if not strictly controlled, would significantly alter the existing natural land forms and impact the scenic quality of this highly visible natural feature.

In addition to their scenic value, hillsides perform critical life supporting functions. Hillsides are the major watershed for Santa Clara County, and the majority of San Jose's water supply comes from this source. Hillsides are also the home for a wide variety of flora and fauna, some of which are rare or endangered species.

Intensive or poorly designed urban development on hillside lands could seriously damage watershed conditions and eliminate valuable natural habitats. If the watershed is not maintained in good condition, serious secondary impacts can result. Elimination of natural vegetation could result in rapid runoff of rainwater, causing erosion, siltation, and potential downstream flooding and pollution. The extensive use or poor location of septic tanks on hillside sites could also adversely affect surface and underground water quality.

While hillside areas are quite sensitive to the impacts of man, significant hazards are present in many hillside locations which can cause serious damage to people, structures and other property. Among these hazards are landslides, flooding, mudslides, seismic-related impacts, and fires.

GP '75 recognizes the importance of the functions that hillsides provide for the short-term and long-term development futures of San Jose. The watershed, flood protection, and scenic functions of the hillsides are identified as irreplaceable resources which would be lost to large scale, intensive urbanization.

GP '75 is based on the conclusion that the hillsides are not needed to accommodate projected population and economic growth in San Jose to 1990 and that sufficient developable land is available within the planned urban area to accomplish this purpose. This conclusion is reflected in the Plan's designation of the hillsides for agricultural and other non-urban uses and, in limited locations, very low density urban uses. These planned land uses are compatible with the important environmental functions that hillside areas perform as well as the hazards present there.

#### 5. Historic and Archaeological Resources

A significant number of historic and prehistoric sites, areas and structures are located within San Jose's Sphere-of-Influence. In some cases, natural factors of terrain and waterways are also considered to be a part of the City's valuable historic and archaeological heritage.

Unfortunately, much of San Jose's record of the past has already been lost to previous urban growth. Little concern for such issues was cast in the face of bulldozers and graders.

GP '75 places a high priority on the preservation of San Jose's remaining historical and archaeological resources and significant implementation tools have been adopted by the City to carry out the Plan's policies. If this protective posture is not maintained by San Jose in the future -- particularly during the Downtown redevelopment process -- existing historical and cultural resources could be significantly impacted by urbanization.

#### 6. Ground Water Resources and Water Quality

San Jose's water resources are supplied by both local sources (60%) and imported sources (40%). The local system is a complex combination of watershed lands, reservoirs, canals, streams, underground aquifers and groundwater recharge areas. Elements of this system are located both inside and outside of San Jose's planned urban area, with the water bearing aquifers underlying the urbanized valley floor. This complex is thus subject to impacts from existing and future development and from forces either within or outside of the planned urban area.

Urbanization reduces the permeable land surface, resulting in less rainfall finding its way into the underground water basins. Urbanization also increases the amount of man-made pollutants which leach into the soil or find their way through the storm drainage system into streams, rivers and San Francisco Bay. Urban growth also increases the demand for finite water resources. This could lead to over-drafting of underground water sources, with the resultant effect of land subsidence and saltwater encroachment into the aquifers. Future demands for water supplies could lead to major recycling efforts and facilities. If care is not taken in the use of recycled water, water quality in underground water basins and in the storm drain system could be degraded.

A major industry in San Jose involves the fabrication and assembly of electronics components and finished products. Some chemicals used in these industries are known to be toxic, though the exact nature of their effects on human health has not been established. If adequate care is not taken in the transport, storage and use of these hazardous substances, contamination of ground water aquifers can occur.

#### 7. Loss of Agricultural Lands

Most of San Jose has been built on prime agricultural soils and a majority of the remaining undeveloped land within the planned urban area consists of prime soils as well. Conservation of these lands is not a part of GP'75 and they will be removed from any future agricultural use by urbanization. Additionally, recent changes in the Williamson Act legislation will likely result in the cancellation of most Land Conservation Contracts within the City's Urban Service Area. Land that might otherwise have been kept from urbanization until after 1990 will thus be made available for development within the next ten years.

Significant areas of prime or other agricultural lands are located outside of the Plan's urban area in the hillsides and Coyote Valley. The Plan's non-urban, open space, and agricultural designations of these lands should protect them from urbanization.

#### 8. Traffic

The sprawling, low-density suburban form of urbanization which characterizes San Jose and much of the region has created a high level of dependence on the automobile for mobility. Residential, commercial and industrial developments throughout the County are all automobile-oriented.

In turn, the circulation system throughout the City and region has become well established to support this pattern, with auto trips being assigned to minor neighborhood streets, collectors, arterials, expressways and freeways. San Jose's street system extends to all parts of the planned urban area, in many cases surrounding and crossing vacant lands to reach existing development. Planned future growth will be accommodated by the planned transportation system. However, several regional and local transportation projects will need to be constructed in order to achieve the planned balance between the transportation system and projected growth. Some of these projects include the Guadalupe Corridor, Highway 237 upgrade to freeway status, Highway 101 bypass, Downtown Transit Mall,

County Transit fleet expansion, and the Yerba Buena/Sylvandale and Phelan/Ocala connections in the Evergreen and South San Jose Planning Areas.

Even with a balanced transportation system in 1990, significant increases in the volume of auto, bus, truck and train trips will be generated by growth. Increases in vehicular trips will result in increased amounts of congestion, air pollution, noise generation, energy consumption, roadside litter, and so forth. If critical elements of the planned transportation elements are not in place by 1990, continued growth and a lack of traffic capacity will result in more serious congestion problems, both locally and regionally. Successful completion of the system is dependent on Federal, State, and County financing of the Freeway, Expressway and transit elements, not all of which are presently funded. Without appropriate phasing of development in areas needing transportation improvements, service levels will fall below city standards and traffic impacts will become significant.

#### 9. Air Quality

Air quality is already a significant problem for San Jose and the region. Due to the number of times ambient standards are exceeded, the Bay Area Air Quality Management District has designated San Jose as a non-attainment area for ozone, carbon monoxide, and total suspended particulates. As urbanization continues, one must assume that the problem and impacts of poor air quality conditions will become increasingly worse, with a greater number of days in which air quality standards are violated.

San Jose's planned growth will make the City a more significant generator of air pollution in the future. Due to dominant northwesterly wind current patterns, increased levels of air pollutants generated in San Jose will impact the residents of Morgan Hill, Gilroy, and other South Valley cities. By the same token, increases in air pollution from North Valley cities and other communities as far north as San Francisco will continue to impact San Jose residents.

GP'75 recognizes that continued growth could result in potential degradation of air quality, due primarily to a continuing reliance on the automobile for transportation needs. A major factor necessary to improve or prevent any further deterioration in overall conditions is, therefore, related to the City's ability to control the amount and duration of automobile usage within the region. The Plan promotes internalization of traffic trips within areas of the City (reducing regional trips), and densification of new residents near major transit facilities and employment centers (reducing Citywide trips). San Jose's planning strategy and efforts will minimize potential air quality impacts on the City and region. To further reduce the level of air pollution, however, Federal, State and regional programs and policies must be implemented to control auto emissions and usage.

#### 10. Noise

Next to air and water pollution, noise is now recognized as a third major source of pollution. Unlike air pollution impacts which are pervasive, the impacts of noise are more confined and focused in areas near freeways, major streets, rail lines, airports and other major noise generators.

The EPA identifies 45 Ldn indoors and 55 Ldn outdoors as maximum levels of noise below which no significant effects on the public health and welfare will occur. Full reductions of outdoor noise levels to 55 Ldn will depend on the application of proposed Federal and State regulation of auto, truck, motorcycle, and airplane noise sources. Until such noise control programs are available, GP'75 adopts 60 Ldn as a reasonable outdoor noise level. The Plan adopts 45 Ldn as a reasonable indoor noise standard.

While the impacts and required mitigation for individual projects are relatively easy to identify, the cumulative impact of such future projects on the City's ambient noise level is difficult to anticipate. It is presumed, however, that the increased human activities resulting from urban growth will cause increases in ambient noise levels throughout San Jose.



The Downtown Core Area is identified as a problem area for noise impacts. Significant urban-scale development and redevelopment is planned for the Downtown Core Area by 1990. As development proceeds in Downtown, significant increases in daytime and nighttime activity levels are anticipated which will raise ambient noise levels in this area.

The area around San Jose Municipal Airport is another problem area for noise impacts. The Airport Master Plan/Vicinity Area Plan identifies a noise impact area related to the 1997 projected 65 CNEL contour (noise levels exceeding 65 CNEL). This noise contour covers an area that ranges from just south of Highway 280 to just south of Highway 237 and from The Alameda on the west to North First Street on the east. Forecasts of airport noise conditions through 1997 project that the noise impact area will remain essentially as existed in 1978, though fluctuations in noise levels are anticipated in the intervening years. Substantial amounts of new housing, particularly in the Core Area, as well as significant industrial and commercial developments are planned for construction within the projected 65 CNEL contour area. The land use compatibility criteria set forth in the Airport Master Plan/Vicinity Area Plan will be used to determine noise impacts and necessary mitigation measures.

## 11. Energy

Most of the urban development which will exist in 1990 is already in existence, so that the basic character of the City and the energy consumption patterns implicit in that urban form have already been established. San Jose residents in 1990 will continue to depend on the automobile as the primary transportation mode and will, for the most part, live in single-family detached homes. For this reason, per capita energy consumption patterns in 1990 will probably not be substantially different from today's. Several factors should, however, contribute to some reduction in energy use.

Such factors as the price and availability of oil, the limited supply of non-renewable resources, and the amount of conventionally generated electrical capacity cannot be directly affected by the City. As these factors continue to make energy consumption more expensive, consumers will look for ways to use energy more efficiently, resulting in a decrease in energy consumption per capita. While the total amount of energy consumption in the City will increase as growth occurs, the proportional increase will not be as great.

## 12. Urban Services

The process of urbanization creates additional demands for supportive urban services and facilities. Some are fundamental to urban life, such as streets, sewers, fire, police, schools, parks and utilities, while others, though desirable for cultural or social enrichment, are not indispensable.

One of the service facilities critical to accomodating future growth as set forth in the Plan is the San Jose-Santa Clara Water Pollution Control Plant (WPCP). This regional waste water treatment facility lacks sufficient capacity to serve anticipated 1990 demand. In addition, the San Francisco Bay Area Regional Water Quality Control Board has established stringent water quality standards for the South San Francisco Bay which the WPCP is required to meet. If an expansion of WPCP capacity consistent with the mandated water quality standards is not accomplished, future development will probably be restricted to a level below that set forth in the Plan.

A basic policy position of GP'75 is that new development shall not occur unless the full range of urban services and facilities is available, and the levels of service to the existing population shall not be allowed to deteriorate as a result of new development. The Urban Service Area boundary provides an outer limit for control and phasing of planned growth; area-wide development policies, zoning procedures and other City Ordinances provide for specific implementation of General Plan policies for allowing development to occur only when adequate levels of services are available to both the new and existing urban development.

Significant expansions of the Urban Service Area or failure to apply the adopted implementation measures could lead to deterioration of the quality of urban services.

### 13. Solid Waste Disposal Sites

Some of the potential impacts associated with the operation of solid waste disposal facilities are similar to those of urban development in general. Those impacts -- which include soils and geology, archaeological resources and loss of agricultural and open space lands -- are described above. The following text describes potential impacts which are considered unique to solid waste disposal facilities.

The operation of a solid waste disposal site will require the excavation of the existing topography thereby destroying the native vegetation and disrupting the natural wildlife habitat in the site area. Potential impacts on surface and ground water quality can occur due to leachate contamination.

Air quality impacts from solid waste disposal activities may include increases in both vehicle-related exhaust emissions and odors generated from exposed refuse. Traffic impacts from such uses may include increased traffic on access roads leading to the sites plus increases in ambient noise levels and safety hazards along these roadways resulting from the increased traffic. An indirect impact of increased traffic along roadways in the vicinity of solid waste disposal sites is the associated increase in litter and refuse along these access routes. Finally, areas utilized for disposal of solid wastes may attract rodents, insects and birds which may pose health hazards for surrounding properties.

### B. Effects Found Not To Be Significant

All identified impacts associated with the General Plan are potentially significant and are discussed in the General Plan EIR.

### C. Mitigation Measures Proposed to Minimize the Significant Effects of the Project

This section delineates those features of the General Plan which serve as mitigation for the significant impacts of the Plan.

#### 1. Flora and Fauna

The Natural Resources Policies (Section 3, I, B, 1) -- particularly those addressing Woodlands, Rangelands and Wildlands, The Bay and Baylands, and Marine and Wildlife Resources -- provide direction for avoidance or reduction of impacts on wildlife. These policies will be implemented at the site-specific project development stage through the environmental review and permit processing stages.

Since most of the rare or endangered species are located on the fringe of San Jose's urban area, both City and County open space plans and policies will serve to protect this resource by strictly limiting future development outside the planned urban area.

#### 2. Soils, Geology and Seismicity

The Natural Hazard policies (Section 3, I, B, 2) direct that geotechnical issues be reviewed and resolved at the time of development if proposals are located in areas of potential impact. The Cooper-Clark maps, incorporated in this plan by reference, are a primary source of information on areas of geologic sensitivity. If potential impacts are identified at the time of development, the proposal will be designed to minimize possible effects on people, structures and other property.

#### 3. Natural Drainage and Flooding

The Water Resources and Flooding policies (Section 3, I, B, 1 and 2) provide direction for the protection of San Jose's natural waterways and watershed areas from urban uses, while protecting the City's population and property from potential flooding events.

#### 4. Aesthetics, Scenic Views and Hillside Development

Selected Environmental Management Policies (Section 3, I, B) -- those addressing Natural Resources, Natural Hazards, Manmade Resources -- and Community Development Policies (Section 3, I, C, 6) are relevant to the mitigation of potential impacts on scenic and hillside resources. In many cases, mitigation of these potential impacts are the same as those identified above for Flora and Fauna, for Soils, Geology and Seismicity and for Natural Drainage and Flooding.

The significant biotic and watershed resources of hillsides, together with the geologic problems which are frequently encountered in hillside areas, are reflected in the carefully controlled degree of urbanization planned for these areas.

By placing most of the hillsides outside of the urban container, GP '75 avoided significant impacts on these resources. Where future hillside development might occur, it would not be at densities above one dwelling unit per acre (or an equivalent intensity for non-residential uses) and would only be approved after thorough geotechnical, environmental and fiscal analyses indicate that construction is feasible, can be adequately served, and would not perceptibly alter the natural or constructed settings. The planned development process is viewed as the only practical way such projects could be designed and implemented, using such techniques as clustering of units, variable lot sizes, varying setbacks, rigorous architectural controls, and retention of significant amounts of open space. On heavily grassed and semi-arid hillsides, fire hazards will be reduced by sensitive site design and landscaping with fire retardant plant material, using fire-resistant/retardant building materials and employing all available fire prevention/protection measures.

#### 5. Historical and Archaeological Resources

The Historic, Archaeological and Cultural Resources policies (Section 3, I, B, 3, c) outline the City's direction toward preservation of these historical assets. Mitigation measures include the requirement for archaeological reconnaissance of proposed development sites in sensitive areas undertaken by qualified professionals, and specific requirements to halt construction activities if Native American burials are uncovered at locations outside of areas of known archaeological sensitivity.

When prehistoric remains are anticipated or discovered during the development process, mitigation measures are applied on a site-specific basis to avoid or fully mitigate the potential impacts. Padding-over, relocation or removal of remains for preservation are examples of possible mitigation depending on the specific circumstances.

#### 6. Ground Water Resources and Water Quality

The Water Resources policies (Section 3, I, B, 1, c) delineate the Plan's direction toward mitigation or avoidance of impacts on these resources. The City, working with the Santa Clara Valley Water District, will restrict or strictly regulate proposed development in watershed areas and conserve water resources to avoid overdrafting of ground water supplies. The City will continue to require sanitary and storm sewers to serve new urban development and upgrade sewage treatment facilities to meet regional water quality standards.

#### 7. Loss of Agricultural Lands

The Agricultural Lands and Prime Soils policies (Section 3, I, B, 1, b) are intended to apply to non-urban lands located outside of the planned urban area. The Plan's land use designations in these areas is anticipated to maintain and attract new agricultural uses over the next 10 to 15 years. Approximately 5000 acres of land are specifically designated for agriculture in the Coyote Valley.

The Plan assumes that all available vacant land within the planned urban area -- whether prime soils or otherwise -- will ultimately be developed with urban uses. To the extent that this process effects a reduction of some prime agricultural lands, no direct mitigation is proposed. Preservation of viable agricultural acreage for such uses within San Jose's sphere-of-influence, however, seeks to minimize the impact of this loss.



## 8. Traffic

The General Plan transportation system was developed to carry projected 1990 traffic based on the GP' 75 planned land uses. In order to maximize the peak commute traffic capacity of the existing and planned transportation system, significant amounts of industrial uses are planned southerly of Freeway 280. This "reverse commute" strategy is intended to utilize transportation capacity more efficiently in the direction opposite to the predominant commute flow. In this manner, the existing and planned transportation system can accommodate more new industrial development at Level of Service D and can minimize the need for new transportation facilities.

In the event that development is proposed in advance of available transportation capacity, the General Plan Transportation Level of Service policy (Section 3, I,D,2,a) is applied to determine and require adequate mitigation or disallow development until adequate capacity is available. This Level of Service Policy also provides for the creation of Area Development Policies to address the unique traffic conditions in certain areas.

The cities of San Jose and Santa Clara, the County, and Caltrans are jointly working on the Guadalupe Corridor project. This multi-modal transportation system, which includes a Downtown transit mall, is a critically needed facility to support the full growth potential of GP'75. Some other critical transportation projects which depend on Caltrans involvement include: Highway 101 widening North of Route 680, completion of Highway 101 bypass, and upgrading of Highway 237 to freeway status. The complete development of these projects by 1990, although needed, is outside the City's direct control to accomplish. The Plan shows them on the Land Use/Transportation Diagram and includes appropriate policies to expedite their construction.

## 9. Air Quality

The restoration of air quality to a more healthful level in San Jose is a primary goal of the Air Quality policies (Section 3, I, B, 1, g). Recognizing that automobiles are the most significant generators of air pollutants, the General Plan proposes a Land Use/Transportation Diagram which seeks to minimize travel distances and times between residents and jobs. Reduced auto usage will thus reduce potential air pollution impacts at the same time. Many of the traffic mitigation measures noted above can also be considered as mitigation or avoidance of air quality impacts.

## 10. Noise

The Noise policies and land use compatibility guidelines (Section 3, I, B, 5) identify City standards for mitigating the impacts of noise on the existing and developing community. The Plan establishes acceptable noise objectives similar to EPA standards for maximum acceptable indoor and outdoor noise levels for a variety of land uses.

## 11. Energy

The General Plan contains specific policies intended to promote energy conservation and the use of renewable energy sources. In addition, many of the other General Plan policies also encourage conservation, even though energy use was not the primary basis for their adoption. For example, the policies to encourage higher densities and Downtown revitalization will promote a form of land use which is more energy efficient than that which might otherwise occur. Energy conservation will be one of the policy objectives considered in evaluating potential amendments to the Plan.

Additional mitigation should occur through the development of an energy management program to carry out the General Plan's energy policies. This program will consist of specific implementation measures directed to various sectors of energy consumers and to existing and new development.

The program's initial focus will be on de-regulation -- revising or removing existing requirements which pose unreasonable barriers to energy conservation or the use of alternative energy sources. Other measures to be evaluated will be educational or will provide incentives for more efficient energy use. Mandatory measures would be considered for

adoption only after thorough investigation of their costs and benefits and extensive community involvement, and when they would result in clear community benefits not achievable by other measures. The implementation of this program will carry out the General Plan's energy policies, will enable the City to use energy more efficiently, and will reduce the City's reliance on non-renewable, non-local sources of energy.

## 12. Urban Services

The Urban Development and Public Facilities and Services policies (Section 3, I, C) are key components of the Plan's controlled and staged urban growth strategy.

New development is directed to vacant lands within the Urban Service Area where the basic urban infrastructure is already in place or can be provided within the five-year time frame of the Capital Improvement Program. Specific proposals are reviewed for availability of the necessary urban services: storm and sanitary sewers, WPCP capacity, streets/traffic capacity, utilities, and school capacity. Prior to issuance of development permits, standard conditions are applied which require developers to provide their own basic services and facilities in a manner which does not burden the existing population. Transportation Level of Service "D" policy provisions must be met to mitigate any potential traffic impacts of the proposed use.

## 13. Solid Waste Disposal Sites

As stated in the section on the Significant Environmental Effects of the solid Waste Disposal Sites (Section 3, IV, A, 13) some of the potential impacts of solid waste sites are similar to that of more typical urban development. The mitigation measures for these environmental issues, such as soils and geologic effects, archaeological impacts and loss of agricultural and open space lands are discussed above. The remainder of this section describes mitigation measures for the environmental impacts specific to the solid waste sites, as described in Section 3, IV, A, 13.

The potential elimination of native vegetation and disruption of wildlife habitat due to excavation for a solid waste disposal operation cannot be mitigated during the operation of the facility. In the long term, the Solid Waste policies of the Plan (Section 3, I, B, 3, b) require that the approval of solid waste sites include planning for their eventual, phased restoration to recreational or open space uses. Such planning for future uses must include the revegetation/reforestation of the re-contoured topography, thereby restoring vegetation and assisting in the re-establishment of the wildlife habitat.

Potential impacts on surface and ground water quality are also mitigated by the Solid Waste Goals and Policies of the Plan (Section 3, I, B, 3, b). These policies require mitigation of potential impacts on water quality in that surface water and ground water aquifers must be protected from contamination by leachate from solid waste disposal sites.

The Solid Waste policies (Section 3, I, B, 3, b) also require mitigation of increased traffic noise, litter potential, air quality impacts (vehicular emissions as well as odor) and the attraction of birds, rodents and insects.

## D. Mitigation Measures Which Are Not a Part of the Plan

This section sets forth those laws and policies which serve to mitigate the impacts of the General Plan even though such mitigation measures are not incorporated into the Plan.

### 1. Soils, Geology and Seismicity

In addition to the General Plan policies on geotechnic hazards, State-mandated geotechnic studies are required in Alquist-Priolo Special Study Zones, and the City's grading ordinance is applied in those cases where significant recontouring or earth movement is proposed. The City's staff includes an engineering geologist who is responsible for the review and approval of geotechnical reports, recommendations, and grading permits. The Uniform Building Code adopted by the City requires that the design and construction of all structures and improvements be in accordance with ground response characteristics of on-site soils to reduce seismic-related ground shaking impacts to acceptable levels.

## 2. Natural Drainage and Flooding

The City, the Santa Clara Valley Water District, and, in some cases, the U.S. Army Corps of Engineers, are working together to improve the water drainage system throughout the City to afford a 100-year level of flood protection.

The Cobey-Alquist Flood Plain Management Act and the City's Flood Hazard Ordinance provide that proposed development which is located in a flood hazard area in San Jose is not allowed to proceed until protection from a 100-year flood is assured. The Evergreen Area Development Policies are an example of an on-going flooding mitigation program addressing new development based on General Plan policies.

For existing areas that are subject to 100-year flooding, the City belongs to the Federal Flood Insurance Program. Policy holders in these flooding zones receive financial relief from this program in the case of a damaging flood.

## 3. Historical and Archaeological Resources

The designation of historic sites, structures and districts under the City's Historic Preservation Ordinance is intended to preserve those designated resources and to insure that their historic character is not compromised by remodeling.

## 4. Ground Water Resources and Water Quality

In addition to General Plan policies, measures which mitigate effects on water resources and water quality include the City's Industrial Waste ordinance, Building Code water conservation requirements for bathroom facilities, the WPCP Development Tracking System, and the WPCP Capacity Condition Ordinance. Compliance with all water treatment standards and requirements is closely monitored by the Regional Water Quality Control Board, implementing the Federal Clean Water Act and associated EPA regulations. The Hazardous Materials Model Code, if adopted by the City, will prevent the infiltration of toxic chemicals into the ground water aquifer.

## 5. Loss of Agricultural Lands

The Williamson Act provides for significant property tax relief to those agricultural property owners who contract to preserve their property in an open space use. Many property owners in the San Jose area have taken advantage of this law and, as a result, agricultural lands are being preserved for longer periods of time than would otherwise be the case.

## 6. Traffic

In the Almaden and Evergreen areas of San Jose, area-wide transportation policies have been developed under the General Plan Transportation Level of Service policy to assure proper phasing of developments as transportation capacity becomes available. This technique could be adopted, if needed, in other areas of the City to avoid potential impacts.

Numerous street projects are planned and programmed for construction under the City's jurisdiction to provide access for new developments. Funding for these projects is provided by private developers' required mitigation for traffic impacts and by revenues from transportation taxes levied against Building Permits. Other necessary improvements to the planned transportation system are the responsibility of Caltrans, including the construction of widening of facilities in State Transportation Corridor Routes 85, 87, 101, and 237.

Over time, expansions of the County Transit's bus fleet, ride-sharing, consolidation of traveled trips, flexible work hours, and other commuter oriented transit diversion techniques will further mitigate impacts of growth.

## 7. Air Quality

In addition to General Plan policies, San Jose is pursuing more specific techniques to minimize air pollution. The City maintains a policy to discourage the use of drive-up windows for commercial uses which, among other benefits, reduces extended motor vehicle idling. Industrial park



zoning districts are utilized for most new industrial uses which set forth performance standards to minimize manufacturing related air pollution levels in conformance with Bay Area Air Quality Management District requirements.

At the regional level, the County Transit District and City are working on Park-and-Ride facilities, an expanded bus fleet, and a Downtown Transit Mall to encourage diversion of trips to transit. Gasoline vapor emission control devices are required at all gasoline service stations throughout the Bay Area. California's standards for new car emission sources remain among the most rigorous in the country. Stricter emission control measures -- including a mandatory vehicle inspection program -- are being imposed by the State to implement the Federal Clean Air Act.

The combination of local and regional mitigation efforts are designed to implement ABAG's non-attainment plan for air quality. While the problem of poor air quality cannot be fully mitigated, it can be reduced to acceptable standards.

#### 8. Noise

Mitigation of development-generated noise sources or noise impacts on proposed projects is determined with the aid of site-specific acoustical evaluations. Noise attenuation barriers and a variety of building design and construction features are utilized to achieve adopted standards.

Multi-family residential projects must also meet State requirements for noise insulation under Title 25 regulations. All new commercial and industrial projects are required to be reviewed under the Site Development or PD Permit process. Control of noise from on-site sources is a function of these site review procedures. Developments proposed within the 65 CNEL airport noise zone are subject to additional review by the Airport Land Use Commission. The Federal Aviation Administration's Part 36 regulations will require the use of quieter aircraft in the future, thereby reducing the noise levels around airports.

The City includes sound attenuation barriers in the design of its street improvement/widening projects. Additionally, significant noise impacts are experienced along the edges of freeways and expressways in San Jose that are not equipped with sound attenuation barriers. The City encourages Caltrans and the County Transportation Agency to provide noise mitigation measures along existing and new facilities but cannot directly control such outside agency activities.

#### 9. Energy

Title 24 of the State Energy Code, implemented through the Uniform Building Code adopted by the City, requires that new structures conform to energy saving design standards.

#### 10. Urban Services

The requirements of the City's Measure B Ordinance must be met to assure school availability for residential projects. Also prior to the issuance of Building Permits, construction taxes and area fees are collected to fund programmed capital improvements. Additionally, WPCP capacity is verified.

The Zoning, Subdivision, and Development Permit procedures generally serve to implement the provision of the basic or necessary services and facilities. In order to identify and implement the broader range of needed and desirable urban services, the City uses standard capital improvement programming, area wide development programs (such as in Almaden and Evergreen) and an Urban Service Program. See Section 4 of this Plan for a more complete explanation of the implementation concepts proposed to carry out GP'75.

#### 11. Solid Waste Disposal Sites

In addition to the specific policy mitigation measures described in Section C. 13 above, further controls on the operation of solid waste disposal facilities can be implemented through the conditions included in the zoning approval for a site or in the franchise contract entered into

by the City with the operator of the site. Public ownership of the site could allow still further operational controls to be placed on a solid waste disposal facility. Such items as access routes, whether or not public use will be allowed, hours of operation, etc. can be controlled through these techniques.

#### E. The Growth-Inducing Impacts of the Proposed Action

Urban growth was a central issue in the development of General Plan 1975. The Plan provides for a population increase of 164,000 people and employment of 190,000 new workers in the City's sphere of influence within the 1990 time frame. These are significant increases in terms of real numbers and related impacts. However, the scope of this General Plan growth increment is significantly attenuated when compared to San Jose's past growth experience. During the 15 years prior to "General Plan 1975", the City's population more than doubled in size. In contrast to this 100% growth increment, the planned population increase of 164,000 people by 1990 represents a 25% increase in population. Thus, while significant growth will occur, the rate and pattern of that growth is much more controlled and directed by General Plan 1975 than was the case with past planning programs in San Jose.

One of the given conditions in planning for the future of San Jose is that the basic character and form of the City are already established. Approximately 80% of the planned urban area is developed. The transportation network is well established, commercial development is largely complete throughout the City, and about 75% of the City's planned 1990 housing stock is built. Future residential growth will occur largely in an infill manner, completing urbanization of the numerous vacant parcels left over from previous leap-frog development practices.

The potential growth-inducing impact of industrial development is significant. Projections indicate that San Jose can be expected to capture a greater and greater portion of the industrial base in Santa Clara County. Traditionally, industrial development has occurred in the North County, but the depletion of developable land there has accelerated industrial development in San Jose and other central County cities. In San Jose, the economic development policies in GP'75 aggressively promote industrial development to strengthen its tax base and employment base. These factors will lead to increased development of industrial properties in San Jose which should continue to increase at accelerated rates toward 1990. Industrial development will provide the employment base for more of San Jose's residents to work within the City, thus reducing the large number of work trips to the North County.

The net result of this projected industrial development will be a reversal of San Jose's existence as a bedroom community to a more balanced City which provides both housing and work for its residents. Industrial development will not create growth for growth's sake, but rather will respond to the economic needs of the City of San Jose and its citizens.

Existing Countywide industrial growth projections and policies may lead to severe housing shortages throughout Santa Clara County and in neighboring counties. This potential shortage could have the effect of inhibiting industrial development if a sufficient labor force is not available to these new industries within the employment region. At the same time, a demand for housing which exceeds a limited supply will result in inflated housing costs. This jobs-versus-housing dilemma may lead to a re-evaluation of housing and industrial development policies of the cities in Santa Clara County, particularly those that are job-rich and housing-poor, though this is beyond the City of San Jose's control.

The assumptions made regarding the potential for various forms of City growth and the manner in which the General Plan promotes these uses represent a limited continuation of existing land use pressures and trends in development for those areas designated for residential and commercial usage. Those lands proposed for industrial development have been so designated based on the need for an expanded industrial tax base as well as the need to reorient present trends in work trips.

The concept of maintaining historic trends of residential and commercial development might appear to continue past forms of urban sprawl and its relatively severe environmental impact not only in the manner by which

land is transformed, but by the amount of resources that are continually needed to maintain this urban form. For example, large amounts of street area need to be maintained; the high degree of auto orientation usually results in high levels of gasoline consumption, air pollution and traffic congestion; the typical single-family design of housing is relatively energy inefficient. However, except for south Evergreen and portions of Edenvale, the principal form of residential development will shift to higher densities which are necessary to accommodate the planned population level.

Pressures for urban growth will continue after 1990. If there is to be an increase in container size and holding capacity, a variety of objectives must first be accomplished to maintain the internal consistency of the Plan and its EIR. These objectives would include solutions to provide for necessary facility and service funding levels, solutions to socio-economic problems, advances in methods of moving people and goods, solutions to waste management and WPCP capacity limitations, methods to protect resources and the environment, and achievement of economic balance with proper locational relationships between industrial sites and the residences of employees. Because the Plan includes these objectives and the policies for attaining them, it contains within itself the mechanisms for controlling growth as well as inducing it.

#### F. Any Adverse Environmental Effects Which Cannot be Avoided if the Project Is Implemented

The nature of the proposed project -- that is, the growth and maturation of the City over a fifteen year period -- will, by virtue of its scale, not allow for total mitigation of all potential impacts. The "moderate growth" form and size alternative (Section 3, II, A, 1) was chosen in the formulation of the General Plan as the optimum level of growth for the City to minimize effects which would be associated with the higher population/increased geographic size alternatives. In addition the previous sections on Mitigation Measures describe the extensive policy framework of the Plan and the network of laws and policies which, in fact, provide a significant level of the mitigation for the impacts of the project.

Impacts which are not fully mitigated by the project include loss of native flora and fauna and agricultural lands. As discussed above, these impacts cannot be avoided if the City is to grow as planned. The effects of the project on water quality and water supplies are likewise not totally avoidable as development occurs. Increases in air and noise pollution, primarily resulting from increased traffic within the community, are expected to occur as development continues throughout the City. In particular, the air and noise pollution impacts associated with increased traffic in the vicinity of solid waste disposal sites are not completely mitigated. Likewise, odors generated by such disposal activities may not be completely avoidable. Full mitigation of these impacts is only achievable with the adoption of stricter source control requirements by the State and/or Federal governments.

Increased energy useage will also occur as the City expands towards its planned capacity. While the Plan's basic orientation encourages energy conservation, energy use will increase as the City grows.

The Plan places strict controls on hillside development to minimize the effects of such development. These policies do not guarantee that no disturbance will result from the low intensity land uses which may be allowed to locate in some limited hillside areas. The sometimes related issues of soils, geologic and seismic hazards refer to the existing conditions which will effect urban development. As with hillside development, the policies of the Plan and other City ordinances and policies provide appropriate techniques for minimizing geotechnical hazards. Such effects may not be completely avoided, however, if the ultimate capacity of the Plan is realized.

The impacts on the community from potential flooding cannot be totally mitigated or avoided, particularly since many areas of the City are not protected to the required 100 year flood standard. New development is required to have this level of protection and a program is underway to achieve that standard of channel improvement along all waterways to protect existing developed areas. Even these measures cannot assure that no future flood damage will occur.



Finally, implementation of the Plan may result in some disturbance of historical or archaeological resources. Despite the strong policy guidelines in the Plan encouraging the preservation of such resources, some disturbance of subsurface artifacts will occur, and future development may prove incompatible with certain fragile historic structures.

#### G. Alternatives to the Proposed Action

The "proposed action" embodied in the General Plan consists of a number of individual actions or proposals which are typically divided into two major categories: (1) the Land Use/Transportation Diagram; and (2) the General Plan Text, particularly the goals and policies therein.

In the development of the General Plan, consideration of alternatives was most explicit with regard to the Land Use/Transportation Diagram. A series of twelve alternatives -- combining four different population levels and three distinct geographic areas -- were established and evaluated for their anticipated environmental impacts and their urban services/service delivery implications. The selected alternative -- moderate population growth (164,000 persons) on the valley floor excluding Coyote -- reflected the consensus of the community that a reasonable level of growth should be accommodated but only within a scheme which minimizes adverse environmental effects and minimizes the cost to government to provide services to new growth. For a more complete discussion of this alternatives analysis, see Section 3, II, A, 1 ("City Form and Size Alternative Evaluation and Selection").

A less explicit consideration of alternatives in the development of the General Plan was the selection of those goals and policies to be included in the Text. For example, the adoption of the Transportation Level of Service "D" policy involved not only a choice to manage and phase new development based on traffic capacity but also the selection of "D" as an acceptable standard. The consideration of alternative goals and policies took place in the deliberations of the GP '75 Coordinating Committee as well as in the public hearing process preceding the adoption of the Plan.

Finally, the General Plan Annual Review and Amendment Process provides for the consideration of specific alternatives to the language in the Text and designations on the Land Use/Transportation Diagram. In the six years following the March 1976 adoption of the Plan, over 1,000 alternatives have been considered. Many of the proposed alternatives are relatively insignificant, given the scale of urbanization contemplated by the Plan. Among the more significant amendments which have been adopted is the Berryessa-Evergreen Land Swap (1980 Annual Review) which rearranged industrial and residential land use designations on two distant sites totalling 500 acres.

#### H. The Relationship Between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity

Urbanization, which occupies virtually all of North Santa Clara County lands, is not likely to be reversed nor the lands returned to agriculture. Recognizing the value of open space as well as agriculture on the highly productive lands which remain undeveloped, San Jose's Urban Development Policy provides a means whereby further consumption or impact on this valuable asset is deliberately considered.

The General Plan, while providing for short term or immediate urban development, attempts to bring about maturity and those characteristics which should accompany this state, such as identity, balance, and a sense of responsibility. Future resources and productivity hinge upon public commitment and governmental action which move toward these goals.

The long term Community Development policies, combined with the Transportation policies, will increasingly conserve energy as distances between home and the workplace decrease, the reverse commute pattern becomes more prominent, and population density increases. All of these factors enhance public transit with its energy advantage and bonus of air quality improvement.

It is important that policies contained in the General Plan be continually evaluated and reconsidered in light of contemporary values and needs of its citizens. Judgments have been made among alternatives and choices will continue to be made as the Plan is implemented over time.

Any alteration must be balanced with the fundamental goals of the Plan.

I. Any Irreversible Environmental Changes Which Would Be Involved in the Proposed Action Should It Be Implemented

To the extent the General Plan provides for urban development, it will have adverse impacts which are irreversible and cumulative by requiring the consumption of finite resources, including various forms of energy, valuable soils and minerals, water, and the destruction of flora and fauna.

Critical elements of the environment, such as prime soils and percolation areas, when built upon, are for all intents and purposes subtracted as resources. Mining and using gravel deposits for concrete and construction are irreversible activities. The construction of thoroughfares to fringe areas continues a pattern of irreversible energy use.

Examples of the above are found throughout the Plan as the result of long standing practices of urban development that built over percolation areas and prime soils, as well as rock removal. The particular charm of what once was described as "Garden Valley", with its aptly named Blossom Hill Lane, renowned for its spring vistas of prune, apricot and cherry blossoms, has been irretrievably lost.

The consequences of the above irreversible changes include importation or reuse of water, shifting of agricultural production to other areas, and importation of gravel to an increasing extent.

All forms of pollution will require increasing attention as urban development continues. While air, noise and water pollution can be minimized or avoided, the increased "heat island" effect on the local climate, while not critically significant, should be recognized as essentially irreversible.

The ongoing shift away from agricultural use of land will continue the trend of decreased opportunities for low-income, or under-trained persons, because of the reduction in labor intensive operations of an increasingly sophisticated industrial base. No change in this trend can be anticipated.

These impacts must be compared and balanced against man's needs for enjoyment and survival which contradictorily requires that resources be both conserved as well as used.

J. Organizations and Persons Consulted

(See the Citizen Participation Appendix)

47. Page 64

c. Transportation,

2. Implementation Measures,

Renumber Sections "d" through

"h" as "e" through "i"

respectively and add a new subsection "d".

(82-73)

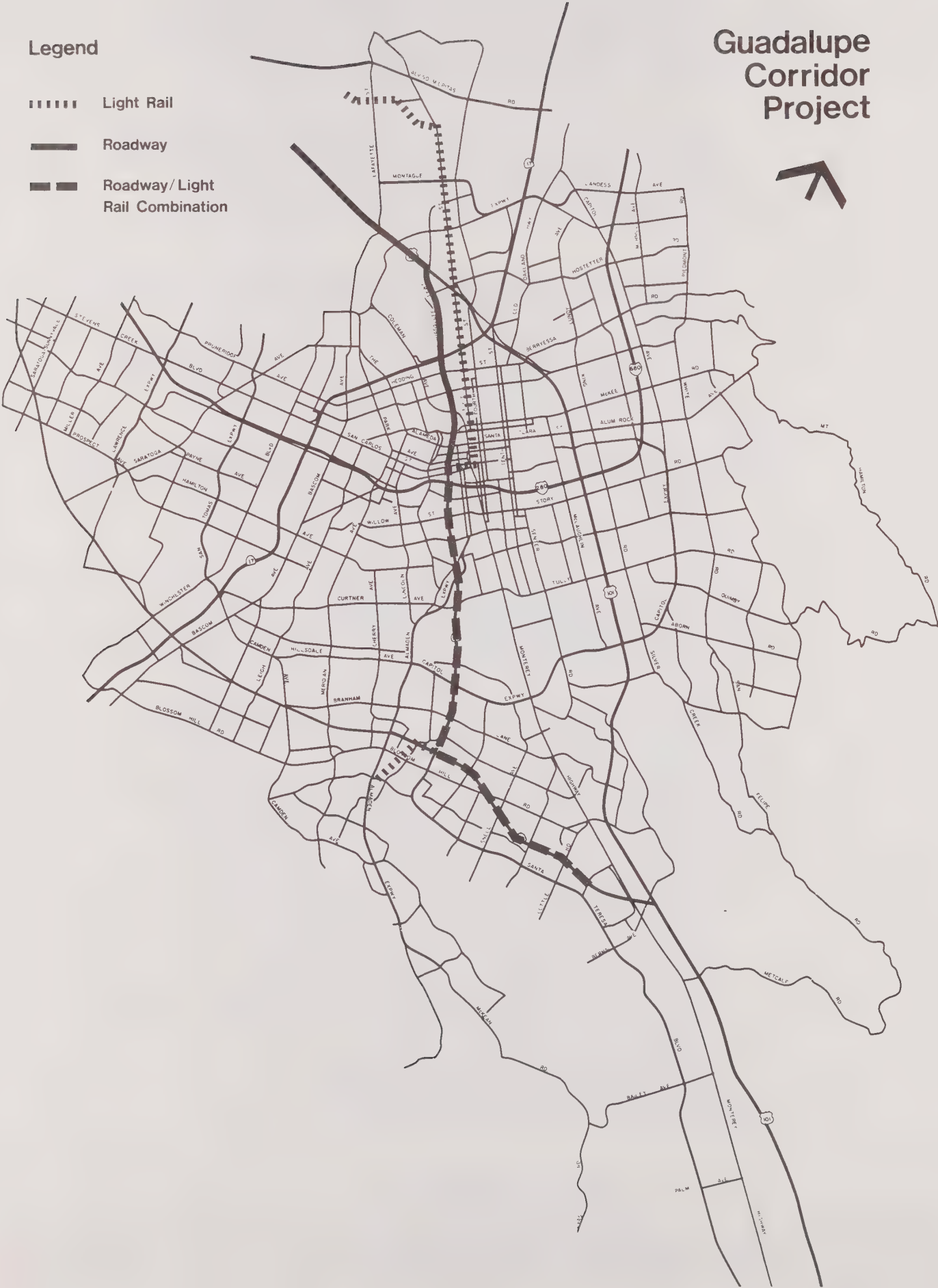
d. Guadalupe Corridor Project

The Guadalupe Corridor Project is 20 miles of multi-modal transportation improvements, consisting of light-rail transit, roadways and bikeways. It will link the largely residential Almaden and Edenvale areas, the Downtown Core Area and the industrial areas of North San Jose (see map). Although located primarily within San Jose, the Project includes an extension of the light rail facility into the City of Santa Clara and roadway improvements extending into the cities of Santa Clara and Sunnyvale. The project is being undertaken by a

Legend

- Light Rail
- Roadway
- Roadway/ Light Rail Combination

Guadalupe Corridor Project





joint-powers authority formed by the cities of San Jose and Santa Clara, the Santa Clara County Transit District and the California Department of Transportation (Caltrans). The Project is an outgrowth of the Santa Clara Valley Corridor Evaluation (1979) and the Guadalupe Corridor Alternatives Analysis (1981).

The Guadalupe Corridor Project is essential to the implementation of a number of key concepts of the General Plan: vigorous economic growth (particularly in the electronics industry), supporting housing and population growth, and a balance between land uses and a transportation system which operates at an acceptable level of service. Thus, the Guadalupe Corridor Project is necessary to maintain the Transportation Level of Service "D" Policy while accomodating economic and population growth.

The Guadalupe Corridor Project is not designated as such on the Land Use/Transportation Diagram. Rather, it is located within other designated transportation facilities, as follows: Arterial Streets (the Tasman-Capitol connection, First Street, and San Carlos Street); State Transportation Corridors (Routes 101, 85 and 87); and Rail Line (the former SPRR Lick Spur Branch).

The major components of the Guadalupe Corridor Project are:

a. Light Rail improvements (20+ miles) between Marriott's Great America Theme Park in Santa Clara and the IBM plant on Cottle Road, plus the Lick Spur Branch, within the following rights-of-way:

- (1) Tasman Drive/Tasman-Capitol connection between Great America Parkway in Santa Clara and North First Street;
- (2) First Street between the Tasman-Capitol connection and San Carlos Street;
- (3) San Carlos Street between First Street and State Route 87;
- (4) State Route 87 between San Carlos Street and State Route 85;
- (5) State Route 85 between State Route 87 and the intersection of Via Del Oro and Miyuki Drive; and
- (6) Lick Spur Branch rail line and/or State Route 85 between State Route 87 and the intersection of Winfield Boulevard and Coleman Avenue.

The Light Rail component will also include a maintenance facility located on the south side of State Route 17 between North First Street and the Guadalupe Parkway.

b. Roadway improvements, including 12+ miles of four-lane expressway between San Jose Municipal Airport and the IBM plant on Cottle Road and 4+ miles of U.S. Route 101 freeway widening between San Jose Airport and Lawrence Expressway, as follows:

- (1) Complete the Guadalupe Parkway (State Route 87) between U.S. 101 and Interstate 280 by building the missing link between Taylor Street and Julian Street;
- (2) Build State Route 87 between Interstate 280 and State Route 85;
- (3) Build State Route 85 between State Route 87 and the intersection of Via Del Oro and Miyuki Drive; and
- (4) Widen U.S. 101 (Bayshore Freeway) between the Guadalupe Parkway (State Route 87) and Lawrence Expressway in Sunnyvale from 6 lanes to 8 lanes.

c. Bikeway improvements (18+ miles) between North San Jose and the IBM plant on Cottle Road, using State Routes 85 and 87 rights-of-way southerly of Curtner Avenue and city streets northerly of Curtner Avenue.



124895729

...the ... of the ... and ...  
...the ... of the ... and ...  
...the ... of the ... and ...

The ... of the ... is ...  
...the ... of the ... is ...  
...the ... of the ... is ...

The ... of the ... is ...  
...the ... of the ... is ...  
...the ... of the ... is ...

The ... of the ... is ...  
...the ... of the ... is ...  
...the ... of the ... is ...

The ... of the ... is ...  
...the ... of the ... is ...  
...the ... of the ... is ...

The ... of the ... is ...  
...the ... of the ... is ...  
...the ... of the ... is ...

The ... of the ... is ...  
...the ... of the ... is ...  
...the ... of the ... is ...

The ... of the ... is ...  
...the ... of the ... is ...  
...the ... of the ... is ...

The ... of the ... is ...  
...the ... of the ... is ...  
...the ... of the ... is ...

The ... of the ... is ...  
...the ... of the ... is ...  
...the ... of the ... is ...





